Plot 1, Lyons Park, Coundon
Wedge Drive, Coventry
Planning Statement

September 2016
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1. Introduction

1.1 This statement is prepared by Turley on behalf of Goodman Real Estate (UK) Ltd in support of a full planning application for development of Plots 1, 2 and 3 and part of Plot 4 at Lyons Park, Coventry.

Application Scope

1.2 The application seeks approval for the erection of a new 40,315 sq m (GIA) storage and distribution unit (Use Class B8), with 17,812 sq m (GIA) mezzanine floor, ancillary offices and infrastructure.

1.3 The description of development is as follows:

*Erection of a storage and distribution unit (Use Class B8) with ancillary offices, mezzanine floor, gatehouse, plant and associated infrastructure including service yard, internal roads, parking, vehicle pick-up/ drop-off, landscaping, boundary treatment, hardstanding and related works*

1.4 The site comprises previously developed brownfield land which has been subject to clearance, remediation and infrastructure works associated with the wider development of Lyons Park. The wider Lyons Park is an established employment location with a long history of employment use.

1.5 The principle of development of the site for employment uses is established through an extant outline planning permission, and reinforced through the allocation of the site in the emerging Coventry Local Plan for B1, B2 and B8 uses.

1.6 The applicant is currently in discussion with a prospective occupier in respect of the proposed unit. Whilst at this stage no formal agreement has been reached, the application proposals have been developed to meet the specific requirements of the potential occupier.

Supporting Information

1.7 The planning application is accompanied by the following documents:

<table>
<thead>
<tr>
<th>Document title</th>
<th>Author</th>
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<tbody>
<tr>
<td>Application form and ownership certificates</td>
<td>Turley</td>
</tr>
<tr>
<td>Planning Statement</td>
<td>Turley</td>
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<tr>
<td>Design and Access Statement</td>
<td>pHp Architects</td>
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<tr>
<td>Landscape and Visual Statement</td>
<td>Barry Chinn Associates</td>
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<td>Arboricultural Survey and Tree Constraints Plans</td>
<td>Barry Chinn Associates</td>
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<tr>
<td>Flood Risk Assessment</td>
<td>THDA</td>
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<td>Transport Statement</td>
<td>Lawrence Walker Ltd</td>
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<td>Drawing title</td>
<td>Drawing number</td>
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<tr>
<td>Preliminary Ecological Assessment</td>
<td>Ramboll Environ</td>
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<td>Noise Assessment</td>
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<td>Energy Statement</td>
<td>Yonder Consulting</td>
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<td>Land Condition Review</td>
<td>Ramboll Environ</td>
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<td>Lighting Layout and Statement</td>
<td>Hoplophane</td>
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1.8 The following drawings are provided with the application:

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<tr>
<th>Drawing title</th>
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<tr>
<td>Plot 1 – Site Plan</td>
<td>3726-4-A100</td>
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<td>Plot 1 – Location Plan</td>
<td>3726-4-A101</td>
<td>P2</td>
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<tr>
<td>Plot 1 – Application Red Line Plan</td>
<td>3726-4-A102</td>
<td>P2</td>
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<td>Plot 1 – External Materials</td>
<td>3726-4-A103</td>
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<tr>
<td>Unit Plan</td>
<td>3726-4-A200</td>
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<td>Office Plan</td>
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<td>Roof Plan</td>
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</tr>
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<td>Gatehouse Details</td>
<td>3726-4-A210</td>
<td>P2</td>
</tr>
<tr>
<td>Elevations and Sections</td>
<td>3726-4-A301</td>
<td>P10</td>
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<tr>
<td>Elevations and Sections A3 Viewing</td>
<td>3726-4-A301A</td>
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<td>Long Sections</td>
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<td>Montage Views Sheet 1</td>
<td>3726-4-A401</td>
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<td>Tree Constraints Plan Sheet 1</td>
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<td>Tree Constraints Plan Sheet 2</td>
<td>1703/16 02</td>
<td>-</td>
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<td>Tree Retention, Removal and Protection Plan Sheet 1</td>
<td>1703/16 03</td>
<td>A</td>
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<tr>
<td>Tree Retention, Removal and Protection Plan Sheet 2</td>
<td>1703/16 04</td>
<td>A</td>
</tr>
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<td>Illustrative Landscape Concept Plan Sheet 1</td>
<td>1703/16 05</td>
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<tr>
<td>Illustrative Landscape Concept Plan Sheet 2</td>
<td>1703/16 06</td>
<td>A</td>
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<tr>
<td>Illustrative Landscape Sections Sheet 1</td>
<td>1703/16 07</td>
<td>B</td>
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<tr>
<td>Illustrative Landscape Sections Sheet 2</td>
<td>1703/16 08</td>
<td>B</td>
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<tr>
<td>Highway Standard Details</td>
<td>P038-16-0812 2001</td>
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</table>
A formal request for an Environmental Impact Assessment Screening Opinion has been submitted to Coventry City Council under separate cover.

**Structure of Statement**

1.9 The remainder of this Planning Statement is structured as follows:

- **Section 2** describes the site, site surroundings and relevant planning history;
- **Section 3** explains the development proposals and details the components of the proposed scheme;
- **Section 4** sets out the planning policy context for the proposed development;
- **Section 5** provides an assessment of the planning considerations identified;
- **Section 6** provides a commentary on prospective planning conditions and obligations;
- **Section 7** provides a summary setting out the key points from this supporting statement.
2. Site Context

Lyons Park

2.1 Lyons Park was formerly the site of the Browns Lane Jaguar car manufacturing plant and has now been prepared for future commercial development. Outline planning permission was granted in December 2009 for B1 & B2 industrial and commercial development, as well as residential development at the northern side of the former manufacturing site connecting to Browns Lane (ref: 55011). Further amended outline permissions were granted on 13th August 2010 and 7th June 2011 following variations to planning conditions.

2.2 The indicative site masterplan granted under the outline consents is ref. 3726/014 Rev X, which sets out the potential location of various commercial and industrial plots across the site, as well as new residential development to the north-west. The residential elements on the site have now been completed by a separate housing developer.

2.3 In September 2014 approval was granted for reserved matters for the development of a single building on Plot 2 and 4 (in part) for Covrad Heat Transfer Ltd (B2 use) and a separate reserved matters for three speculative B2 use buildings on Plot 4 (in part) and Plot 5.

2.4 A simultaneous full application was also submitted for the same buildings on Plot 4 (in part) and 5 to seek permission for B8 use in the buildings. This use was outside the scope of the original outline consent, however approval was also granted at the same time as the reserved matters applications. The buildings on Plot 4 (in part) and 5, permitted under the full application (enabling B8 use) are now complete. One of the units has now been let to a high-tech manufacturing company, whilst another is let to a surface treatment specialist company. There is strong interest in the remaining units.

2.5 In June 2016 full planning permission was granted for an industrial/warehouse unit of Use Class B2 and B8 use on Plot 6 (ref. FUL/2016/0627).

Site Description

2.6 Lyons Park is located approximately 4km to the north-west of Coventry City Centre and approximately 5.5km to the south of Junction 3 of the M6 Motorway. Plot 1 is situated in the southern portion of Lyon’s Park, and plots 2, 3 and 4 form the western side of the park. The site extends to a total area of approximately 12.75 hectares.

2.7 The application site is bound to the north by residential properties and private gardens. The east is bound by commercial and industrial properties within Lyons Park. Adjacent to the west is a sports and social club. The south and south-west of the site gives way to undeveloped agricultural land.

2.8 The site is served by a primary spine road, which serves all of Lyons Park. Lyons Park is accessed via Coundon Wedge Drive (B4076). Coundon Wedge Drive provides access to the A4114, A45 and the wider road network including the M42, M6 and M69.
2.9 The site constitutes previously developed brownfield land and was subject to clearance, remediation and infrastructure works from 2010 to 2014 as part of the wider Lyon’s Park development. The site is currently the subject of a planning application for earthworks to create a level development plateau, which is pending determination (ref. FUL/2016/2193).

2.10 A copy of the Site Location Plan is provided in Appendix 1 of this statement.
3. Development Proposals

3.1 The application seeks approval for the erection of a new 40,315 sq m (GIA) storage and distribution unit (Use Class B8), with 17,812 sq m (GIA) mezzanine floor, ancillary offices and infrastructure.

3.2 A copy of the Site Layout Plan is provided at Appendix 2.

3.3 The proposed development is described in full in the accompanying Design and Access Statement, however, a summary of the main components of the scheme are outlined below.

Table 3.1: Schedule of Accommodation

<table>
<thead>
<tr>
<th>Type</th>
<th>Area (sq m) (GIA)</th>
<th>Area (sq m) (GEA)</th>
</tr>
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<tbody>
<tr>
<td>Warehouse and</td>
<td>34,621</td>
<td>41,566</td>
</tr>
<tr>
<td>Offices</td>
<td>5,226</td>
<td></td>
</tr>
<tr>
<td>Mezzanine</td>
<td>17,812</td>
<td>17,812 (as per GIA figure)</td>
</tr>
<tr>
<td>Gatehouse</td>
<td>35</td>
<td>45</td>
</tr>
<tr>
<td>Drivers Toilet</td>
<td>7</td>
<td>10</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>58,707</strong></td>
<td><strong>59,433</strong></td>
</tr>
</tbody>
</table>

*incorporating additional areas including 2 storey hubs, compartment walls, stair towers, mezzanine access and bridge link

Layout, Scale and External Appearance

3.4 The building has been designed to address the specific requirements of a potential occupier in terms of layout, height, servicing and office provision, with a service yard of appropriate depth to suit modern vehicle servicing requirements.

3.5 The distribution unit will be located on the southern portion of the site (Plot 1), with the associated car parking and HGV parking and waiting area located on the north western portion (Plots 2 and 3, and part of Plot 4).

3.6 The offices are proposed for the north-western corner of the building, and access to the building for staff will be provided via a bridge link connecting the offices to the car park area and pedestrian and cycle network within the site.

3.7 The building height is designed to achieve a clear internal height of 12m, resulting in a maximum ridge height from finished floor level to the top of the ridge of 15.0m.

3.8 The detailing and selection of materials is appropriate to the proposed uses of the building and are in keeping with those utilised on Plots 4 and 5 of Lyons Park.
3.9 The building elevations comprise different types of profiled metal cladding materials, used in both vertical and horizontal orientations. The different profile and colour cladding materials are used to sub-divide the mass of the building and add design interest.

3.10 The horizontal emphasis helps to set the building into its surroundings and reduce the perceived height. The vertical emphasis, using a ‘barcode’ of vertical cladding colours, helps to visually break down the horizontal length of the elevation. The use of differing cladding materials and profiles, as well as colour, emphasise the various elements of the building, helping to break down its size and visual impact. In addition, a modern curved roof has been selected which helps to visually reduce the apparent building height.

3.11 The service yard will be secured by a 2.4m high colour coated weld mesh fence, or an acoustic fence where this is required.

**Access, Servicing and Parking**

3.12 Access to the site is proposed to be taken from the existing estate access spine road through Lyon’s Park, which was constructed as part of the 2009 outline permission and intended to service the future plots. The estate access road encroaches on to part of the site and this section will be reconfigured to reflect the requirements of this proposal.

3.13 A roundabout will be provided off the estate access road, which will provide direct access for HGV’s to a waiting yard and the service yard. The staff car park and bus and taxi pick-up/ drop-off point will also be accessed from the roundabout.

3.14 The HGV waiting area will have space for up to 15 HGV’s, and offer access to the service yard through the gatehouse entrance. The service yard measures 35m in depth in order to meet occupier requirements. An area for HGV parking will be provided between the gatehouse entrance and the car park, with space for 102 HGV trailers. A further 10 HGV parking spaces will be provided in the service yard area.

3.15 Car parking is to be provided, with 700 spaces in the main staff car park, including 36 accessible spaces and one electric charging point to serve two bays. Cabling for the electric car charging point will be installed, such that the number of charging points can be extended in the future should demand for these spaces increase. Secure cycle parking for 64 cycles will be provided on the site, and 36 motorcycle parking spaces are also proposed.

3.16 A cycle and pedestrian footway will be provided along the north-western perimeter of the application site, providing a connection between Fenton Road and the existing cycle/ pedestrian footpath on the estate service road.

**Landscaping**

3.17 Lyons Park benefits from areas of retained landscaping, as well as structural landscaping installed as part of the works to date under the outline planning permission.

3.18 A significant belt of trees makes up the south western and south eastern boundaries of the application site, providing a good level of screening of views into the site. In addition,
structural landscaping was installed along the north western boundary to screen views into Lyons Park from the adjacent residential properties.

3.19 It is proposed to supplement this existing landscaping with additional planting provided through the application proposals. A robust palette of species has been selected to provide a landscape structure which assimilates the development with its environment. Native species including tree, thicket, hedgerow and wildflower seeding have been selected to extend and integrate the surrounding landscape character and species distribution into the site. Where a higher level of amenity is required, ornamental species are included around the building envelope and within prominent locations throughout the car park and adjacent to footpaths.

3.20 Further details of the proposed landscaping are provided in the Landscape Statement and accompanying landscape plans prepared by Barry Chinn Associates.
4. Planning Policy Context

4.1 This chapter provides a summary of the key planning policies relevant to the determination of the planning application:

The development plan

4.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of planning applications be made with regard to the Development Plan unless material considerations indicate otherwise.

4.3 Paragraph 196 of the National Planning Policy Framework confirms that planning applications must be determined with regard to the relevant Development Plan, but makes it clear that the Framework is a material consideration in decision making.

4.4 The site is situated within the administrative area of Coventry City Council, where the Development Plan comprises of the saved policies of the Coventry Development Plan 1996-2011 (adopted on 9 December 2001).

Saved policies of the Coventry Development Plan 1996-2011

4.5 The Coventry Development Plan (CDP) was adopted in 2001 and covers the plan period 1996-2011. A number of policies were saved by Direction from the Secretary of State in September 2007.

4.6 Policy E1 of the CDP summarises the overall economy and employment strategy that the plan seeks to achieve. The supporting text states that a more diversified economic base is required, which takes advantage of opportunities for new economic growth.

4.7 Warehousing development is addressed in Policy E12, which states that proposals for large-scale warehousing will only be permitted where one or more of the following can be demonstrated:

- ‘It is essential and ancillary to local manufacturing or retailing;
- The level of employment generated is expected to be similar to that which could be expected to result from other forms of employment development; or
- The site is accessible by rail freight.’

4.8 The supporting text indicates that large-scale warehousing is considered to be development in excess of 4,000 sqm gross internal area, within Use Class B8 of the Use Class Order.

4.9 The Coventry Development Plan also includes a number of general policies relevant to the determination of the planning application including:

- OS 4: Creating a More Sustainable City
- EM 2: Air Quality
- EM 4: Flood Risk and Development
4.10 Coventry City Council progressed work on two Core Strategy documents to replace the Coventry Development Plan. The first of these was subject of an Inspector’s Report following Examination in Public, but was subsequently abandoned after the General Election in 2010 and formally withdrawn in October 2012.

4.11 A more recent 2012 Core Strategy underwent initial stages of Examination by the Secretary of State in early 2013, but was withdrawn following the initial findings of the Inspector in March 2013 on the basis that further work was required regarding housing issues.

4.12 Coventry City Council has now prepared a Local Plan to cover the period 2011-2031, which will replace the remaining saved policies of the Coventry Development Plan. The Local Plan is currently at examination and preliminary sessions were held in July 2016, with further sessions scheduled for October and November 2016.

4.13 Subject to the remaining examination sessions and receiving the Inspectors Report, it is anticipated that the Local Plan will be adopted in 2017.

Coventry Local Plan 2016: Publication Draft
4.14 The Coventry Local Plan Publication Draft document contains policies relevant to the determination of this planning application. The Publication Draft is subject to a series of proposed Minor Modifications which are currently being considered through the Examination.

Policy JE1: Overall Economy and Employment Strategy
4.15 Policy JE1 of the Publication Draft states that the Council will work positively and proactively with the business community in the city to support sustainable economic growth and job creation. The policy identifies that the Council will:

(a) Promote continued diversification of the city’s economic base, particularly through supporting the expansion of companies operating in growth sectors and partnership working with the city’s Universities to promote innovation;

(b) Ensure that job opportunities arising from employment development are accessible to all of the city’s working age residents, particularly priority groups and those in the most deprived areas of the city;

(c) Provide for a readily available range and choice of employment sites and premises to meet projected need over the Plan period related to growth of the
city's population and the pivotal role of the city in the CWLEP’s ambitious growth agenda for the sub-region;

(d) Safeguard existing employment sites and premises from being lost to non-employment uses unless certain exceptional circumstances are demonstrated;

(e) Support companies in retaining, expanding and/or relocating their headquarters operations within the city.

(f) Seek to direct office development to locations in the city centre and other defined centres with new large scale office development focused on the city centre’s Friargate Business District;

(g) 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;

(h) Support tourism/visitor related development in respect of Coventry city centre, the Ricoh Arena and the Coventry and Warwick University Campuses.

4.16 The supporting text for the policy refers to the Employment Land Study which identifies employment opportunities through growth key sectors including distribution/logistics. The focus on these growth sectors is reflected in the Coventry and Warwickshire LEP Strategic Economic Plan (2014).

**Policy JE2: Provision of Employment Land and Premises**

4.17 Policy JE2 proposes a total of 101ha of land to be allocated for employment development within the city’s administrative area. Lyons Park is allocated for B1, B2 and B8 uses across 16.5 hectares under JE2.2.

4.18 The supporting text for the policy sets out the employment land supply position within Coventry, based on the GL Hearn Employment Land Study. This identifies a gross employment land need of around 215 hectares for the plan period, and a 5 year margin of around 58 hectares. The supporting text also identifies Lyons Park as delivering in the short term, given the site benefits from planning permission and development has already commenced on site.

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

4.19 Policy JE5 confirms that the Council’s preferred location for new Research and Development, industrial and storage/ distribution development are the sites allocated through Policy JE2. It goes on to set out specific criteria for consideration of sites for development for these uses which are not allocated through policy JE2.

4.20 The policy also states that proposals for new general industrial and storage/ distribution development on all sites, 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.
**Policy JE7: Accessibility to Employment Opportunities**

4.21 Policy JE7 states that planning applications for new employment development will be required to demonstrate how job opportunities arising from the proposed development will be made accessible to the City’s residents, particularly those in the most deprived areas of the City and priority groups. The policy sets out a series of measures which applicants are expected to give consideration to.

**Other Relevant Policies**

4.22 The following policies within the Draft Publication document are also of relevance for the determination of the planning application:

- Policy GE1: Green Infrastructure
- Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation
- Policy GE4: Tree Protection
- 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 AC7: Freight
- Policy EM1: Planning for Climate Change Adaptation
- Policy EM2: Building Standards
- Policy EM5: Sustainable Drainage Systems (SuDS)
- Policy EM6: Air Quality
- Policy EM7: Waste Management

**Weight to be apportioned to Policies**

4.23 The Coventry Development Plan was adopted in 2001 and, given the plan period expired in 2011, limited weight can be given to its saved policies. In any case, weight to be apportioned to these policies should be determined on the basis of their consistency with the National Planning Policy Framework (NPPF).

4.24 The emerging Coventry Local Plan is currently at Examination, following two rounds of formal consultation and numerous consultation exercises on the previous Core Strategies which helped support the production of the new Local Plan. On this basis, it is considered that some weight can be given to the policies in the emerging Coventry Local Plan for the determination of this application.

4.25 Notwithstanding the above, the NPPF is a material consideration in decision making.

**Supplementary Planning Documents**

4.26 The following Supplementary Planning documents are adopted by Coventry City Council and should therefore be considered for the determination of this planning application:

- Delivering a More Sustainable City SPD (2009).
National Planning Policy

National Planning Policy Framework

4.27 The National Planning Policy Framework (‘the Framework’) was adopted in March 2012 and provides planning policies at a national level.

4.28 The foreword to the Framework explains that:

‘Sustainable development is about positive growth – making economic, environmental and social progress for this and future generations.’

4.29 Paragraph 7 outlines that there are three dimensions to sustainable development, which gives rise to the need for the planning system to perform a number of roles:

- **An economic role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation;

- **A social role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of the present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being; and

- **An environmental role** – contributing to protecting and enhancing our natural, built and historic environment; and as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.’

The presumption in favour of sustainable development

4.30 The presumption in favour of sustainable development is described at paragraph 14 as ‘a golden thread running through both plan-making and decision-taking’.

4.31 The Framework does not alter the statutory status of the Development Plan, and affirms that Local Plans should follow the approach of the presumption in favour of sustainable development, so that development which is sustainable can be approved without delay.

4.32 Where the development plan is absent, silent or relevant policies are out-of-date, paragraph 14 of the Framework requires that applications be determined in accordance with the presumption in favour of sustainable development unless otherwise specified.

Core Planning Principles

4.33 Paragraph 17 of the Framework sets out 12 core land-use principles which are intended to guide and underpin plan-making and decision-taking. The core principles of relevance to the proposals are:

- ‘Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
- To secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings; and

- Take account of the different roles and character of different areas.

4.34 The Framework also provides advice on the delivery of sustainable development across 13 key themes, of which the following are considered to be of particular relevance to the proposals:

**Building a strong, competitive economy (paragraphs 18-22)**

4.35 Paragraph 19 of the Framework confirms the Government’s commitment to ensure planning supports sustainable development. To achieve this planning should operate to encourage sustainable growth, and not act as an impediment.

4.36 Outlined in paragraph 20 is the need for local planning authorities to plan proactively to meet the development needs of business and support an economy fit for the 21st Century.

**Promoting sustainable transport (paragraphs 29-40)**

4.37 Paragraph 32 provides that all developments that generate significant amounts of movement should be supported by a Transport Statement or Assessment, and decisions should take account of whether:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development.’

**Requiring good design (paragraphs 56-68)**

4.38 This section of the Framework deals with design and iterates that good design is a key aspect of sustainable development, and is indivisible from good planning, and should contribute positively to making better places for people.

**Decision-taking (paragraphs 186-187)**

4.39 At paragraph 187 the Framework indicates that Local Planning Authorities should look for solutions rather than problems, and those applications for sustainable development should be approved where possible. Local Planning Authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.

**National Planning Practice Guidance**

4.40 On 6 March 2014 the Department for Communities and Local Government (DCLG) launched the planning practice guidance web-based resource.
4.41 The National Planning Practice Guidance replaces previous planning practice guidance documents, and covers a number of topic areas which are relevant to the determination of this application.
5. Planning Analysis

5.1 This section sets out the key planning considerations relevant to the determination of the application. It considers the proposals against the policies within the adopted development plan and emerging planning policy and demonstrates that the development proposals constitute sustainable development in accordance with the NPPF.

5.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that determination of planning applications must be in accordance with the development plan unless other material considerations indicate otherwise.

5.3 Paragraph 196 of the NPPF reaffirms that planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise, but makes it clear that the Framework itself is a material consideration in planning decisions.

5.4 Paragraph 197 of the NPPF adds that local planning authorities should apply the presumption in favour of sustainable development in determining applications.

Principle of Development

5.5 The application site has a long history of employment use, with the wider site originally developed during the late 1930’s as a facility for manufacturing tank engines, and following that, from the early 1950s as a production facility for Jaguar until operations ceased in 2005.

5.6 The principle of development of the site for employment uses is established through the outline planning permission and this is reinforced through the allocation of the site in the emerging Local Plan.

5.7 Outline planning permission allowing for B1 and B2 uses on the site was granted in 2009 and subsequently varied in 2010 and 2011. This permission remains extant. The outline permission was for B1 and B2 uses only however and therefore whilst the principle of development is established for these uses, development for B8 uses was not covered under the outline permission.

5.8 The emerging Coventry Local Plan supports the expansion of companies operating in identified growth sectors (Policy JE1), including logistics which this proposed development will support. Emerging Policy JE2 specifically allocates Lyons Park for development for B1, B2 and B8 uses.

5.9 The Coventry Development Plan is time expired, and therefore the strategic policies within the plan, including Policies E1 and E2 should be given minimal weight. It is considered greater weight should be applied to policies in the emerging Local Plan and the NPPF for the determination of this application, and on this basis policy support for B8 uses at Lyons Park is established.

5.10 Whilst the outline planning permission covers B1 and B2 uses only, the principle of B8 uses at Lyons Park has previously been assessed and considered acceptable. Full
planning permission was secured for the development of five units on Plot 4 (in part) and Plot 5 of Lyons Park for B8 use in 2014, alongside a simultaneous approval of Reserved Matters under the outline application for these buildings. In addition, full planning permission was granted for a B2 / B8 building on Plot 6 in June 2016.

5.11 The application proposals will make a significant contribution to the local economy through the creation of jobs in both construction and operational phases. It is anticipated that the completed development will deliver in the order of 1,650 jobs in a range of positions.

5.12 The proposed B8 use will provide variety of employment opportunities, which will contribute towards the strategic aims of the Local Plan in aiding towards developing a successful, diverse modern economy and improving Coventry's economy as a whole.

5.13 The Coventry and Warwickshire LEP Strategic Economic Plan highlights higher levels of unemployment and deprivation in the north of the Coventry and Warwickshire Sub-Region including Coventry, as well as lower levels of productivity and innovation than areas in the south of the sub-region. It is therefore considered the proposed development can make a valuable contribution to addressing these issues.

5.14 Overall, the proposals are considered to be consistent with the relevant provisions within the NPPF which seek to support economic growth, as well as local economic objectives set out in the Coventry and Warwickshire LEP Strategic Economic Plan and the emerging Coventry Local Plan.

Sustainable Design

5.15 The design of the proposed development has sought to make efficient use of the site whilst minimising any impacts on nearby residential properties, and integrate the building within its surrounding landscape.

5.16 The proposed building design and selection of materials is largely consistent with the existing units which have recently been constructed at Plots 4 and 5 of Lyons Park. Different profile and colour cladding materials are proposed to sub-divide the mass of the building and to add design interest. Vertical bands of varying shades of green are proposed, to disrupt the lines and mass of the elevations and to set the building into its surroundings. This will have the effect of softening views towards the building from Butts Lane to the south during the winter months when any deciduous trees within the established landscape belt have lost leaf.

5.17 Overall, the design has sought to balance the institutional requirements of this type of development with the need to minimise impact on the environment, and ensure the building is well integrated within the existing industrial park. It is therefore considered that the development accords with saved policy BE1 of the Coventry Development Plan, and emerging Coventry Local Plan polices DE1, EM1 and EM2.

5.18 The application is supported by an Energy Statement which demonstrates that the proposed building has been designed to minimise energy demand through effective building form and orientation, good envelope design and proficient use of building services. In addition the statement confirms that a minimum of 10% of energy
requirements will be delivered through renewable energy sources in line with the requirements of the Delivering a More Sustainable City SPD.

Transport and Parking

5.19 A Transport Statement has been prepared to support the application proposals, which demonstrates that the traffic impact associated with the proposals is not materially different to the flows assessed and approved through the outline planning application.

5.20 The site is located within an established employment area, and the nearest bus stops to the site are on Browns Lane, providing regular bus services to Coventry City Centre. The Framework Travel Plan for Lyons Park encourages staff and visitors to travel by sustainable modes, and it is anticipated that a detailed Travel Plan will be produced by the future occupier, relating to specific business operations and detail including: staff numbers; shift patterns, proposals for reduction of single occupancy trips, use of public transport and cycling.

5.21 In addition, the applicant is in discussion with Coventry City Council regarding a potential contribution to support public transport services in the vicinity of the site, and this will be secured via a Section 106 Agreement.

5.22 The proposals also include physical infrastructure to support sustainable travel, including a bus and taxi drop-off area and pedestrian and cycle links to the adjoining residential areas.

5.23 Adequate car parking including disabled parking, motorcycle and cycle parking will be provided on site.

5.24 Overall, it is considered that the proposals are acceptable in terms of highway/junction capacity matters, sustainable access and highway safety, and accord with the relevant adopted and emerging local planning policies and the NPPF.

Environmental and Amenity Considerations

Landscape

5.25 A Landscape Statement and Visual Summary report has been prepared to support the application proposals, which sets out the proposed landscape strategy and demonstrates that the development will have a limited impact in landscape and visual terms.

5.26 The key landscape principle for the development proposals has been to retain the existing screening vegetation to the site boundaries to the fullest extent possible. The existing mature landscape belt forming the southern boundaries of the site is particularly substantial in depth and height, and provides considerable screening for views from the south. In addition, the existing landscape buffer at the north western boundary of Lyons Park is also important in providing a buffer to the residential properties to the north and north-west, and this will be retained and protected through the proposed development.

5.27 It is proposed to supplement and enhance the existing landscaping with a mix of ornamental and native species planting. Wide landscape margins have been included
which will be planted with a pallet of mixed native woodland species and incorporate blocks of feathered and extra heavy standard tree planting, and as these establish they will combine with existing belts of woodland to form a dense ecologically diverse green corridor.

5.28 To demonstrate how the building sits within the landscape a series of photomontage view points from two locations adjacent to the site have been prepared. The selected viewpoints are from the residential area off Butts Lane at the junction with Town Fields Close and the allotments off Butts Lane. Both of which have slightly elevated northerly views across to the site where the existing belts of vegetation are clearly visible in the distance.

5.29 The photomontage views show that the majority of the proposed development will be screened by the existing belts of mature woodland that sit both within and around the south-westerly and south-easterly boundaries of the site. Small glimpses of the unit will be possible at the south west corner, where the vegetation is slightly lower, although these will reduce as the vegetation continues to grow. It is recognised that the photomontage views have been prepared in the summer months when the trees are in full leaf, however given the depth of the existing landscape buffer, combined with the layered effect created by the proposed vegetation enhancements within the site and the cladding design/colours chosen, it is likely that any views of the development during the winter months will be minimal and obscured by the existing vegetation.

5.30 Whilst there are closer residential properties located adjacent to the north-western site boundary where viewpoints have not been taken, the majority are within three-storey blocks of flats orientated to face away from the site. It should also be recognised that buildings have previously been proposed for Plots 2 and 3 under the outline planning permission. This area is now proposed for car parking which will have a much reduced visual impact on the residential properties to the north-west.

5.31 Finally, as set out above, the colours of the building have been selected to be non-intrusive and visually break-up the elevations; helping to reduce the visual impact of the building. A palette of natural green tones has been chosen, helping to assimilate the building into its surroundings.

5.32 Overall it is demonstrated that the proposed development will accord with saved policies GE14 and GE15 of the Coventry Development Plan, emerging policies GE1, GE3 and GE4 of the Coventry Local Plan, and relevant provisions within the NPPF.

Ecology

5.33 A Preliminary Ecological Assessment has been prepared to support the planning application, which identifies a mosaic of habitats on the site comprising large expanses of grassland and ephemeral habitats, bordered and interspersed with trees and scrub.

5.34 The report concludes that the grassland/ephemeral habitats have developed in recent years following previous site clearances, and are largely species poor but provide suitable habitat for invertebrates and birds in particular. The boundary habitats of scrub and trees provide value for birds, badger and hedgehog. Overall, the habitats at the site have been assessed as of Site Importance only.
5.35 Whilst the report acknowledges that the habitats on-site have developed very recently and that their value for wildlife is limited, a series of measures are recommended including native species wildflower planting, use of felled trees or scrub to create hibernacula, installation of bird and bat boxes, sensitive lighting design, and maintaining the boundary woodland as continuous corridor. In addition, a series of measures are recommended in relation to the construction phase of the development.

5.36 It is proposed to implement the recommendations within the Preliminary Ecological Assessment, and on this basis it is demonstrated that the proposed development will accord with saved policies GE14 and GE15 of the Coventry Development Plan, emerging policies GE1, GE3 and GE4 of the Coventry Local Plan, and relevant provisions within the NPPF.

Noise, Air Quality and Lighting

5.37 Policy JE2 of the emerging Coventry Local Plan states that proposals for new general industrial and storage / distribution development on all sites, 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.

5.38 A Noise Assessment has been prepared in support of the planning application. This demonstrates that noise from the proposed development will be limited to acceptable levels for the vast majority of noise sensitive receptors close to the site, with appropriate mitigation.

5.39 Mitigation is proposed in the form of a 6m high acoustic barrier around south-western edge of the service yard, a 5.5m high acoustic barrier along the north-western edge of the car park, a 3m high barrier to the south-east. The assessment also makes recommendations regarding the fabric of the building.

5.40 The assessment identifies two nearby receptors – the Townfields stables to the south-west of the site, and Highfield House to the south-east – where the proposed development is likely to result in adverse impacts during the night time period (although not significant adverse effects). However, additional measures in the form of improved glazing are to be offered to the occupants so that their internal environments, particularly the bedrooms, can be controlled to acceptable levels.

5.41 Furthermore, the development proposals must be considered in the context of the historic use of the site, the principle of development for employment uses at the site through the extant outline planning permission and the planning policy allocation, and the fact that this is an established and functioning employment park. In particular, the historic use of the site by Jaguar is understood to have resulted in significant levels of noise being generated at the houses in the area around the site.

5.42 Short-term impacts are possible during the construction of the proposed development. Appropriate mitigation measures will be implemented, including a Construction Environmental Management Plan, to ensure construction noise is kept to a minimum.

5.43 An Air Quality Assessment has been prepared for the development, and this demonstrates that air quality is expected to meet all of the relevant air quality objectives.
in the proximity of the proposed development. An assessment of construction dust impacts arising from the development has indicated that with the employment of best practice dust management techniques, no significant impacts at adjacent receptors are expected.

5.44 In addition, an External Lighting Report and a proposed External Lighting Layout have been prepared to support the planning application. The lighting scheme has been developed to reduce the impact the external lighting would have on the surrounding areas, with illuminance spillage and glare towards residential properties and ecological features near the development minimised.

5.45 The supporting technical documents and associated mitigation measures demonstrate that the proposed development will not result in any unacceptable impacts on residential amenity, and therefore is in accordance with emerging policy JE2 of the Coventry Local Plan. The development is also considered to accord with saved policies EM2 and EM8 of the Coventry Development Plan, emerging Policy EM6 of the Coventry Local Plan, and relevant provisions of the NPPF.

**Pollution and Flood Risk**

5.46 A Land Condition Review has been undertaken to support the development proposals. This concludes that there are no significant contamination issues which would preclude the proposed commercial redevelopment of the site.

5.47 The site has been subject to extensive investigation and remediation. Following completion of remediation works, a verification report was submitted to both Coventry City Council and the Environment Agency outlining the works undertaken and the findings of supporting validation testing. Both Coventry City Council and the Environment Agency subsequently accepted the verification findings and confirmed the site was considered suitable for use in the context of the proposed commercial development.

5.48 A Flood Risk Assessment has been prepared for the proposed development, which demonstrates that the site is not at risk from flooding, and will not cause an increase in the risk of flooding elsewhere.

5.49 The Flood Risk Assessment confirms that the proposed development will connect into the existing drainage system at Lyons Park which is adopted by Severn Trent Water. The development system shall be designed to accommodate the required surface water attenuation as a result of the restricted discharge rates up to and included the 1 in 100 year event with an additional allowance of 20% to account for climate change.

5.50 The drainage strategy set out within the Flood Risk Assessment accompanying the application has been prepared based on the current best practice and demonstrates that the development offers betterment downstream. This is achieved by discharging surface water flows offsite below the previously agreed brownfield rates into the appropriate receiving system.

5.51 Whilst emerging Local Plan Policy EM5 sets out a requirement for developments to discharge surface water at greenfield runoff rates, the drainage infrastructure at Lyons Park has already been installed and adopted, with agreed discharge rates for each of
the plots. The surface water sewer contains attenuation which allows for flows from the plots, based on the former Jaguar Land Rover use of the site. Surface water flows from the plots have been restricted to not exceed previously agreed values, and plot attenuation provided as necessary.

5.52 Overall, the proposals are demonstrated to accord with saved policy EM4 of the Coventry Development Plan, emerging policies EM1 and EM5 of the Coventry Local Plan, and relevant provisions of the NPPF.

Summary

5.53 This section of the statement has set out the extent to which the application proposals can be considered sustainable development.

5.54 On the basis of the above it can be concluded that the proposals accord with the relevant local and national policy, and represent sustainable development as outlined by the NPPF. The application proposals should therefore be approved without delay.
6. Planning Obligations

6.1 It is recognised that the proposed development will be subject to a series of planning conditions required both to secure further details at a later stage in the planning process, and for compliance to ensure the application proposals are acceptable in planning terms.

6.2 The application proposals will also be subject to a Section 106 Agreement to secure necessary planning obligations required which cannot be controlled via planning conditions.

6.3 This section therefore provides comment on prospective planning conditions and obligations to be controlled via a Section 106 Agreement.

Planning Conditions

6.4 Paragraph 206 of the National Planning Policy Framework states that planning conditions should only be imposed where they are:

   (i) necessary;
   (ii) relevant to planning and;
   (iii) to the development to be permitted;
   (iv) enforceable;
   (v) precise and;
   (vi) reasonable in all other respects

Proposed Planning Conditions

6.5 Where possible, information has been provided with the application to prevent the need for planning conditions requiring approval of further details.

6.6 Should it be deemed necessary to include planning conditions to secure further details, it is considered that these can be framed to enable commencement of the development on site, with approval of details to be secured prior to installation of the relevant item, or prior to occupation.

Planning Obligations

6.7 Paragraph 204 of the NPPF states that planning obligations should only be sought where they meet all of the following tests:

   • necessary to make the development acceptable in planning terms;
   • directly related to the development; and
• fairly and reasonably related in scale and kind to the development.

6.8 The tests are also set out in section 122 of the Community Infrastructure Levy Regulations 2010 (CIL Regulations).

Heads of Terms

6.9 As set out in the preceding section of this statement, the applicant is in discussion with Coventry City Council regarding a proposed contribution towards improving transport services in the vicinity of Lyons Park. It is proposed that this will be secured via a Unilateral Undertaking.
7. **Summary**

7.1 The application seeks approval for the erection of a new 40,315 sq m (GIA) storage and distribution unit (Use Class B8), with 17,812 sq m (GIA) mezzanine floor, ancillary offices and infrastructure.

7.2 The site comprises previously developed brownfield land which has been subject to clearance, remediation and infrastructure works associated with the wider development of Lyons Park, which is already an established employment location with a long history of employment use.

7.3 The principle of development of the site for employment uses is established through the extant outline planning permission, and reinforced through the allocation of the site in the emerging Coventry Local Plan for B1, B2 and B8 uses.

7.4 The proposed development will make a significant contribution to the local economy through the creation of jobs in both construction and operational phases and is therefore, considered to be consistent with the aims of the NPPF in supporting economic growth.

7.5 The design of the proposed development has been devised to minimise any potential impacts to the environment and residential amenity of the nearest properties. It is important in this respect to recognise the historic use of the site and the principle of development for employment uses at the site which is established through the extant outline planning permission and the emerging planning policy allocation. In particular, the historic use of the site by Jaguar supported significant levels of activity, and it is within this context that the development proposals should be considered.

7.6 Overall, this statement and the technical documents supporting this application demonstrate that the proposed development is in accordance with relevant planning policy and should be supported.

7.7 Paragraph 14 of the NPPF states that in respect of decision-taking, the presumption in favour of sustainable development means approving development proposals that accord with the development plan without delay.

7.8 It is considered that the application proposals are consistent with the relevant local and national policy context, and therefore planning permission should be granted.
Appendix 1: Site Location Plan
Appendix 2: Site Layout Plan