

PLANNING COMMITTEE

18th December 2024

Amendment/Correction List after publication of Agenda

Additional Information for Councillors

Agenda Item 4 (Applications for Consideration)

Item 1 - Application Reference R23/1027

1. Introduction

- 1.1. This addendum sets out the updated information on the following sections. The relevant sections that this addendum relates to are identified in brackets and should be read in conjunction with the specified section in the committee report.

2. Relevant Planning Policies (Section 5)

- 2.1. A revised National Planning Policy Framework (NPPF) (2024) was published on 12th December 2024. The table below sets out the change in paragraph numbers to the 2023 version referenced within the committee report and overall, it is considered that it is not materially different to the 2023 NPPF. Any significant changes or new paragraphs will be addressed within the relevant section of this report where necessary.

NPPF (2023) Paragraph Number	NPPF (2024) Paragraph Number	Change
2	2	No change
8a	8a	No change
11	11	Change to 11i and 11ii which do not apply to this application as set out in the planning balance.
Footnote 7	Footnote 7	'Area of Outstanding Natural Beauty' changed to 'a National Landscape'.
12	12	No change
33	34	No change (footnote 18 changed to 19 but no change in wording)
55	56	No change
57	58	No change
58	59	'Planning guidance' changed to 'planning practice guidance'.
85	85	Footnote 44 removed.
94	94	No change
95	95	No change
96	96	Part c: 'lifestyles' changes to 'lives, through both promoting good health and preventing ill-health'. Additional text added 'and reduce health inequalities between the most and least deprived communities'.
97a	98a	No change
100	101	'further education colleges, hospitals' changed to 'health, blue light, library, adult education, university' and 'accommodation' changed to 'facilities'.

		Additional text added 'Significant weight should be placed on the importance of new, expanded or upgraded public service infrastructure when considering proposals for development.
101	102	Part a: 'hazards' changed to 'other hazards (whether natural or man-made). Additional text added to part a: 'The safety of children and other vulnerable users in proximity to open water, railways and other potential hazards should be considered in planning and assessing proposals for development'.
102	103	No change
114	115	Part a additional text: 'are prioritised taking account of the vision for the site' Part d additional text: 'through a vision-led approach'.
115	116	Additional text relation to severe impact: 'following mitigation, would be severe, taking into account all reasonable future scenarios'.
116	117	No change
118	119	No change
136	136	No change
142	142	No change
143	143	No change
152	Removed	Now part of paragraph 153
153	153	Previous paragraph 152 relating to inappropriate development being by definition harmful to the green belt and should not be approved except in very special circumstances added to this paragraph.
154	154	'construction of new buildings' changed to 'development' Part b: 'including buildings' added Part g: caveats from this exception removed. Former paragraph 155 added as part h.
155	154	Now part of paragraph 154
165	170	No change
166	171	No change
167	172	No change
168	174 & 175	As set out within section 8 below
169	177	Additional text added 'Having applied the sequential test, if'
170	178	No change
171	179	No change
172	180	No change
173	181	No change
174	176	'set out below' removed
175	182	Additional text added: 'to control flow rates and reduce volumes of runoff, and which are proportionate to the nature and scale of the proposal. These should provide multifunctional benefits wherever possible, through facilitating improvements in water quality and biodiversity, as well as benefits for amenity. Sustainable drainage systems provided as part of proposals for major development should' Part d removed.
180	187	Additional text for part d: 'and incorporating features which support priority or threatened species such as swifts, bats and hedgehogs'
189	196	No change

190	197	No change
191	198	No change
192	199	No change
194	201	No change
197	204	No change
198	205	No change
199	206	No change
200	207	No change
201	208	No change
202	209	No change
203	210	No change
206	213	No change
208	215	No change
215	222	No change
217	224	Part a: 'Area of Outstanding Natural Beauty' changed to 'National Landscapes'
218	225	No change
225	232	Text added in relation to housing sites therefore not relevant to this report.

3. Technical consultation responses (Section 6)

3.1. Further responses have been received from the following consultees:

- Coventry City Council
- Environment Agency

4. Publicity/Third party comments (section 7)

4.1. Two additional letters of objection have been received relating to the following:

- The proposal is unjustified and unnecessary
- It is unsafe and unsightly in relation to traffic congestion, air pollution, noise pollution, road safety and congestion.
- Unplanned and unallocated site in the green belt
- Unsuitable environmentally – consideration of suitable brownfield sites has not been done properly, do not need economic growth at the expense of the environment.
- Unpopular and unacceptable – Very Special circumstances have not been demonstrated
- Unacceptable light pollution
- Sets a dangerous precedent for development

4.2. It is considered that no additional objections to those already addressed within the committee report have been submitted.

4.3. An objection has been received relating to not having been notified of the proposals therefore the decision should be deferred until the wider community has been consulted. As detailed within paragraph 7.1 of the committee report the application has been publicised by sending out letters to local residents (in accordance with the Development Management Procedure Order 2015). Five site notices were also posted within the vicinity of the site and a notice was displayed in the local press.

5. Settlement Hierarchy and Green Belt (Section 10)

5.1. Paragraph 155 has been added into the NPPF (2024) which states that 'the development of commercial development in the Green Belt should also not be inappropriate where:

- a) The development would utilise grey belt and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;

- b) There is a demonstrable unmet need for the type of development proposed;
- c) The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework; and
- d) Where applicable the development proposed meets the 'Golden Rules' requirements set out in paragraphs 156-157 below.'

5.2. An assessment on Grey Belt was made in paragraph 9.13 of the committee report. This assessment was based on the definition of Grey Belt within the consultation which was as follows:

Grey belt: For the purposes of plan-making and decision-making, 'grey belt' is defined as land in the green belt comprising Previously Developed Land and any other parcels and/or areas of Green Belt land that make a limited contribution to the five Green Belt purposes (as defined in para 140 of this Framework), but excluding those areas or assets of particular importance listed in footnote 7 of this Framework (other than land designated as Green Belt).

5.3. The definition of Grey Belt within the 2024 NPPF differs from the consultation version as it defines which purposes and excludes footnote 7 land as follows:

Grey Belt: For the purposes of plan-making and decision-making, 'grey belt' is defined as land in the Green Belt, comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b) or (d) in paragraph 143. 'Grey belt' excludes land where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development.

5.4. As set out in section 10 of the committee report the principle harm in relation to the green belt is to purposes a and c. Officers do not, therefore, think that the site qualifies as grey belt land and thus it remains inappropriate development as a whole for which very special circumstances need to be demonstrated.

5.5. Paragraphs 156-159 of the NPPF (2024) are new however only apply to housing.

5.6. Based on the above it is considered that the conclusions as set out in paragraph 10.31 of the committee report remains unchanged.

6. Traffic Flows, Highway Safety and Parking Provision (Section 25)

6.1. Paragraph 115 of the NPPF has been amended to include reference to a vision-led approach. Paragraph 116 of the NPPF has been amended to include reference to mitigation being included in the determination as to whether impact would be severe, taking into account all reasonable future scenarios. It is not considered that these changes make a material difference to the assessment set out within section 25 of the committee report.

6.2. This late item only relates to modelling aspects of section 25, all other elements remain as assessed in the committee report.

6.3. No further response has been received from National Highways at this time however conditions have been added to the draft decision notice (appended) in relation M6 Junction 2 mitigation and M69 Junction 1 mitigation.

6.4. In relation to the local junctions within the Coventry City Council network, these were assessed within the committee report however further mitigation at the following junctions is proposed by the applicant:

- A4600/Parkway/Eden Road Roundabout
- Ansty Road/Arch Road/Wyken Croft Junction

6.5. CCC maintain their objection to the proposals in relation to the transport methodology presented and therefore the modelling presented and other elements of the proposals as set out within the committee report.

6.6. The below table summarises the latest position in relation to all of the existing and proposed junctions which have been assessed in relation to the development.

Junction	Mitigation	Comments
Primary Site Access – B4065 Hinckley Road Roundabout	N/A as proposed junction	WCC offer no objection to the proposals.
Secondary Site Access – B4029 Priority Junction	N/A as proposed junction	WCC offer no objection to the proposals.
B4065 Main Road / B4029 Signal Junction	N/A	WCC offer no objection to the proposals.
M6 Junction 2	Mitigation proposed – see Drawing Number 195061/PD41	WCC have offered no objection to the proposals. NH currently have an objection and are reviewing further information.
M6 Junction 3	Mitigation proposed – Section 106 contribution to be secured	WCC, NH and CCC noted the need for a contribution to the junction which has been secured through the section 106 agreement.
M69 Junction 1	Mitigation proposed – revisions to signal timings to optimise the junction's operation	WCC have offered no objection to the proposals. NH currently have an objection and are reviewing further information.
M69 / A46 Interchange	N/A	Capacity modelling presented does not indicate a material impact at this location. WCC offer no objection to the proposals.
A4600 / Parkway / Eden Road Roundabout	Mitigation proposed – see Drawing Number 195061A/PD68	Mitigation offers improvement to northbound queueing on A4600 Hinckley Road – residual impacts not assessed to be 'severe'. Condition to be imposed for mitigation.
A4600 Hinckley Road / Wigston Road / Brade Drive Roundabout	Mitigation proposed – see Drawing Number 195061/PD61	Mitigation offered in the form of signals, with condition to be applied which will offer flexibility regarding mitigation measures due to the mitigation proposed only having a real impact on pedestrian and cyclist movements. Therefore, in capacity terms it's not mitigating the impact sufficiently. A residual severe impact in terms of capacity therefore is still present even with mitigation proposed. The condition is therefore worded in a way that can accept

		alternative schemes rather than PD61 as proposed however at this time it is not known if another scheme would mitigate the capacity impact.
A4600 Ansty Road / Hall Lane / Woodway Lane Signals	Mitigation proposed – revisions to signal timings to optimise the junction’s operation	Mitigation offers improvement to junction capacity in PM peak where impacts of development were greatest – residual impacts not seen to be ‘severe’. Mitigation to be conditioned.
A4600 Ansty Road / B4082 Clifford Bridge Road Signals Clifford Bridge Road / UHCW Access Signal Junction	N/A	Junctions modelled together given proximity. Junction capacity modelling presented indicates no material impact as a result of the development proposals.
A4600 Ansty Road / Sewall Highway / Hipswell Highway Signal Junction	Mitigation proposed – revisions to signal timings to optimise the junction’s operation	Mitigation offers improvement to junction capacity in AM peak where impacts of development were greatest – residual impacts not seen to be ‘severe’. Mitigation to be conditioned.
A444 Ricoh Arena Roundabout	N/A	Assessed as part of STAA but not included within CCC’s scope of junctions – therefore, not considered further as part of the application.
Ansty Road / Arch Road / Wyken Croft junction	Mitigation proposed – see Drawing Number 195061/PD69	Additional information presented which indicated up to 149 vehicles utilising Wyken Croft arm of the junction. Independent consultants do not agree with modelling undertaken therefore are not satisfied that the mitigation is acceptable. Mitigation is proposed on Wyken Croft arm and the condition is worded to offer flexibility regarding mitigation measures so that the impact can be addressed.
Ansty Road / Morris Avenue T-junction Ansty Road / Wyken Grange Road T-junction Ansty Road / Mellowdew Road T-junction	N/A	Junctions comprise of left-in-left-out arrangements, with development flows only impacting Ansty Road. Given minor nature of junctions and likelihood of gap acceptance from both vehicles and impacts of wider signal-controlled junctions, it is not considered the development will have a material impact at these locations.

Ansty Road / Wykeley Road T-junction		
Ansty Road / Dane Road Signal Junction	N/A	Junction capacity modelling presented indicates no material impact as a result of the development proposals.
Ansty Road / Longfellow Road / Burns Road Roundabout	N/A	Junction capacity modelling presented indicates no material impact as a result of the development proposals.
Wigston Road / Narberth Way Priority Junction	N/A	Junction capacity modelling presented indicates limited impact with the flat profile assigned within the modelling.
Wigston Road / Woodway Lane / Ringwood Highway Staggered Junction	N/A	Route choice available with respect to this junction, offering alternatives for drivers. No mitigation proposed at this location as a result.
Woodway Lane / B4082 Henley Road Signal Junction	N/A	Junction capacity modelling presented indicates no material impact as a result of the development proposals.
Clifford Bridge Road / Belgrave Road Signal Junction	N/A	Junction capacity modelling presented indicates no material impact as a result of the development proposals.
Clifford Bridge Road / B4082 Sowe Link Roundabout	N/A	No individual junction modelling presented as part of the application. N79 submitted in support of the application provides a qualitative assessment of the junction. It is not considered that there is a material impact on this junction.
Hipswell Highway / Longfellow Road Priority Junction Clifford Bridge Road / B4027 Brinklow Road Brinklow Road / A428 Binley Road Signal Junctions	N/A	No development flows indicated to impact these junctions – as such, no material impacts foreseen.
Ansty Shuttle Signals	N/A	WCC offer no objection to the proposals.

6.7. In relation to the assessment undertaken in the committee report, none of the WCC junctions have changed therefore as set out within the committee report, the impact upon Warwickshire's network is considered acceptable and adequate mitigation is provided.

- 6.8. In relation to National Highways and the strategic road network (SRN) it is considered that the M69 Junction 1 and M6 Junction 1 mitigation can be addressed via condition. National highways are however yet to confirm their position on these elements.
- 6.9. The Local Junctions which have been assessed in the CCC area all have associated conditions attached to them if mitigation is deemed to be required. Therefore, the impacts on Coventry's network is acceptable and adequate mitigation is secured. The one caveat to this is the A4600 Hinckley Road / Wigston Road / Brade Drive Roundabout where mitigation is proposed however a residual severe impact is still present in terms of capacity. This one element of the assessment does not therefore comply with policies D1 and D2 of the Local Plan or the wider policies of the NPPF. This aspect will therefore be weighed in the planning balance.
- 6.10. Coventry City Council have commented further in relation to the proposed highways conditions. They state that it has not been demonstrated what the unacceptable impact on Coventry's highway network is and therefore it cannot be controlled through planning conditions. CCC also state that the conditions relating to Coventry are not enforceable or precise. CCC consider that planning obligations rather than conditions are absolutely necessary to make the development acceptable in planning terms in respect of the impact on the highway network. It is considered that the above table sets out clearly which junctions require mitigation and the associated conditions meet the tests. The mitigation is therefore not required to be within a section 106 agreement.
- 6.11. In relation to Warwickshire's network it has been demonstrated that any impacts can be adequately mitigated. Therefore, there would not be safety impacts or a severe impact on these highway networks. This therefore complies with Policy D1 and D2 of the Local Plan and the wider policies of the NPPF.
- 6.12. In relation to the strategic road network there is an outstanding element in relation to M6 Junction 2 and M69 Junction 1 which will be reported at a later date. At this time, it has not adequately been demonstrated that any impacts M69 Junction 1 and M6 Junction 2 have been adequately mitigated. In turn, it has not adequately been demonstrated that the proposals would not cause a safety impact or a severe impact upon the highway network. Therefore, the proposal does not comply with policies D1 and D2 of the Local Plan or the wider policies of the NPPF. This will therefore be weighed in the planning balance.
- 6.13. In relation to Coventry's network it has been demonstrated that all impacts, apart from the residual capacity impact at the A4600 Hinckley Road / Wigston Road / Brade Drive Roundabout, can be adequately mitigated. Due to this junction, it is concluded that the proposals do not accord with Policies D1 and D2 of the NPPF. This will therefore be weighed in the planning balance.

7. Flood Risk and Drainage (Section 27)

- 7.1. Paragraph 173 has been inserted into the 2024 NPPF and sets out that a sequential risk-based approach should be taken to individual applications in areas known to be at risk of flooding. Whilst this is new within the revised NPPF, the sequential test has already been covered in section 27 of the committee report.
- 7.2. Paragraph 176 is also new in relation to flooding however it does not apply to this development.
- 7.3. The Environment Agency previously objected to the application as they stated it had not been demonstrated that the proposed development would not increase flood risk elsewhere or

consider how people will be kept safe from flooding. Flood model data in the Hydraulic Study has since been reviewed in detail.

- 7.4. Figure 3-1 of the submitted Hydraulic Modelling Study identified the baseline flood extents for the site and showed a portion of the site between the two existing ordinary watercourses as functional floodplain (flood zone 3b).
- 7.5. The EA have reviewed the revised FRA, titled “Flood Risk & Drainage Strategy Assessment Frasers Campus, Rugby, Warwickshire”, reference “200912-PIN-XX-XX-RP-C-0001”, revision P07 and dated 25th June 2024, and associated drawings. We have also reviewed the amended Hydraulic Modelling Study at Hinckley Road, Ansty, dated November 2024).
- 7.6. The EA is content that any significant outlying issues in relation to the flood model have been addressed. They state that as seen within figure 7.3 of the hydraulic modelling report, the proposed development makes little change to the existing flood extent scenario, this shows that the proposed development is not expected to impact the surrounding environment or the town of Ansty with regards to downstream flooding. Blockage scenarios and breach analysis which has been undertaken also confirm this.
- 7.7. Based on the submitted details the EA are satisfied that the proposals would not increase flood risk elsewhere, subject to conditions. However, it is acknowledged that mitigation in respect to flood risk is relevant to the exception test, not the sequential test. The failure to pass the sequential test is a significant failure in and of itself.
- 7.8. The EA also noted that any development within 8 metres of the top bank of a main river will require a Flood Risk Activity Permit from the EA. Within 8 metres of the riverbank only landscaping is proposed. The pylon is over 8 metres from the red line boundary. Conditions will therefore be imposed.
- 7.9. Based on the above and the assessment already undertaken in section 27 of the committee report it is considered that it has been adequately demonstrated that (i) the proposed development does not increase flood risk elsewhere; (ii) the most vulnerable development is located in areas of lowest flood risk; and (iii) development is appropriately flood resilient and resistant. In turn, it has adequately been demonstrated that the proposal complies with policies SDC5 and SDC6 of the Local Plan.
- 7.10. In relation to the sequential test, as noted in the committee report, it concludes that there were alternative sites which were found to be comparably sequentially preferable in terms of flood risk compared to the planning application site. The sequential test for flood risk has therefore not been passed. Paragraph 174 of the NPPF (2024) sets out that development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. In relation to this point Policy SDC5 of the Local Plan (2019) and paragraph 174 of the NPPF is not complied with. This will therefore be weighed in the planning balance.

8. Air Quality (Section 31)

- 8.1. National Highways have provided observations on air quality matters but they do not fundamentally affect the conclusions within the committee report at section 31.

9. Climate Change, Carbon Emissions, Energy, Sustainable Design and Construction (Section 36)

9.1. Paragraph 157 of the NPPF (2023) now paragraph 161 has been amended to include reference to achieving net zero by 2050. This supports the benefits identified in relation to Climate Change within section 36 of the committee report.

9.2. Paragraph 163 has been introduced as part of the 2024 NPPF. This sets out a need to mitigate and adapt to climate change, taking into account the full range of potential climate change impacts. This additional paragraph does not change the conclusions

10. Planning Obligations (Section 44)

Employment and Skills

10.1. Paragraph 44.19 of the committee report sets out that a Rugby Employment, Skills & Training Hub is to be provided in order to realise the economic benefits of the scheme as there will be a considerable number of the workforce for this development drawn from the local pool. The draft section 106 on the planning portal sets out monetary amounts for this provision. These have been updated as follows:

- £8,800,000 in relation to services to promote training and skills relevant to the Development for a ten-year period. The estimated cost of training has been based on the Department for Work and Pensions' Employment Support Allowance which in 2014 allowed up to £6,500 per person to cover the cost of training, preparing and placing an unemployed person claiming Employment Support Allowance into sustainable employment. To allow for inflation, this would now be £8,800 per person. It is estimated that the Development will generate around 1,000 low-skilled manual jobs. Seeking to fill these from the hardest to reach groups is therefore costed at £8.8m.
- £1,175,000 in relation to the delivery of the Employment, Skills & Training Hub. This is costed based on BCIS Tender Price index of a new building in Rugby at approximately £2,350 per sqm with the new hub being 500 sqm Gross Internal Area.

10.2. The obligations above are considered to be CIL compliant in accordance with the tests set out in paragraph 44.2 of the committee report which have not materially changed since the publication of the revised NPPF. The above monetary amounts are therefore to be inserted into the Heads of Terms set out within Section 44 of the committee report.

Sustainable Transport

10.3. WCC have further commented and specified that as the site is to be private and none of the roads are to be transferred to WCC the bus stop infrastructure should be provided by the developer through a condition rather than through monetary obligations in the section 106. The following obligations are therefore removed from the heads of terms and a condition (109) has been imposed:

- Real Time Information (RTI) provision (£40,000)
- Cleaning and maintenance of bus shelter (£5,000 for a 5 year period)
- Maintenance of RTI display over a 5 year period (£4,000).

11. Planning Balance and Conclusion (Section 46)

11.1. This section replaces the entirety of the planning balance and conclusion section in the committee report and therefore does not need to be read in conjunction with section 46 in the committee report. In this section of the report the paragraph numbers for the NPPF relate to the revised NPPF (2024).

11.2. Section 38(6) of the Planning and Compulsory Purchase Act 2004 and S70(2) of the Town and Country Planning Act 1990 require that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

- 11.3. The proposal is considered to be in conflict with the development plan read as a whole, for the reasons detailed above and summarised below. In accordance with Section 38 (6) of the Planning and Compulsory Planning Act however the Council also needs to be considered whether there are material considerations that indicate in favour of approval.
- 11.4. The NPPF is an important consideration. Paragraph 11 of the NPPF sets out the presumption in favour of sustainable development.
- 11.5. Paragraph 11(c) of the NPPF seeks to approve development proposals that accord with an up-to-date development plan without delay. The proposal does not accord with the development plan.
- 11.6. Paragraph 11(d) of the NPPF (2024) states that where there are no relevant development plan policies or the policies most important for determining the planning permission are out of date planning permission should be granted unless the requirements of para 11(d)(i) or (ii) are met. If either is met, the presumption in favour of sustainable development ceases to apply if it is triggered by para 11(d). Based on the content of this report there are relevant development plan policies and the policies most important for determining the application are not considered to be out of date therefore paragraph 11(d) is not engaged.
- 11.7. Nonetheless, it is important to consider the proposals against other policies of the NPPF. Paragraph 153 of the Framework sets out that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. It goes on to state that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.
- 11.8. This test of very special circumstances requires all harms and benefits to be weighed in the balance. However, it is not an ordinary balance, the benefits of the proposal must amount to very special circumstances and must clearly outweigh harms including harm to the Green Belt.
- 11.9. Objections have been received relating to Very Special Circumstances not being demonstrated sufficiently to outweigh the harm to the Green Belt. Objections have also been received relating to the applicant not sufficiently considering and mitigating other harm resulting from the proposals (summarised in paragraph 6.5 and section 7). The following paragraphs summarise the harms and benefits of the proposal to be considered within the very special circumstances test. For clarity, the harms and benefits below are given weights of substantial (highest), significant, moderate or limited (lowest).

Harms/Conflicts

- 11.10. The government attaches great importance to the Green Belt as set out in the Framework. It has been established that the proposal would give rise to harm to the Green Belt by reason of inappropriateness, impact on openness, impact on permanence, and impact on four purposes of including land in the Green Belt (with the principal harm being to purposes A and C). This harm is given substantial weight in accordance with the NPPF.
- 11.11. The application is considered to be within a sustainable location (para 9.8 of this report) in relation to sustainable transport links and proximity to Coventry. The site is not an allocated site and the employment need identified within Policy DS1 of the Local Plan is on track to be met (Section 13). The HEDNA and the WMSESS are evidence bases which set out the significant need for employment development in Rugby however it is considered that this

need is to be addressed through local plan-making. There is conflict identified with Local Plan Policy ED3. There is also some conflict with Policy GP2 which identifies Rugby as the main focus for all development in the Borough. However, policy GP2 allows development where in accordance with national Green Belt policy, which includes where very special circumstances are demonstrated.

- 11.12. Paragraph 95 of the NPPF relates to main town centre uses and states that where an application fails to satisfy the sequential test or is likely to have significant adverse impact on one or more of the considerations in paragraph 94, it should be refused. "Should be refused" does not mean "must be refused" and this could be overcome by considerations favouring the proposal. Nonetheless, significant adverse impact in relation to retail has been identified to Coventry City Centre despite the mitigation proposed (Section 14). This therefore holds significant weight in the planning balance.
- 11.13. A loss of 90.7ha of average quality (3b) agricultural land and farm buildings has been identified. Moderate weight is attached to this harm. There would also be a loss of 13.6ha of grade 3a land (BMV)(section 19). Moderate weight is also attached to this loss.
- 11.14. There will be significant residual adverse impacts on both the landscape and visual effects of the proposed development (section 22). This harm is attributed substantial weight.
- 11.15. Due to the loss of 9 category A and 18 category B trees it is considered there is conflict with Policy SDC2 of the Local Plan (section 23). Due to the significant level of Extra heavy standard trees to be planted across the site (75 of these being Oak trees) it is considered that the level of mitigation is acceptable. This harm is therefore attributed moderate weight.
- 11.16. It is recognised that there is a loss of existing green infrastructure therefore there is conflict with Policy NE2 of the Local Plan (section 23). However, given the significant level of planting proposed across the site it is deemed acceptable in this instance. This harm is attributed limited weight.
- 11.17. The development would also cause less than substantial harm to four heritage assets (section 30). Paragraph 215 of the NPPF states that this harm should be weighed against the public benefits of the proposal. The benefits identified from paragraph 11.20 of this report onwards identify the benefits of the scheme. It is concluded that in particular, the overarching economic benefits, community use of the site, significant accessible public open space and improvements to public transport as public benefits of the scheme would outweigh the less than substantial harm to heritage assets, such that the test within paragraph 214 of the NPPF is passed. Nevertheless, this harm is attributed significant weight against the proposal in the overall planning balance.
- 11.18. The Flood Risk Sequential Test concluded that there were alternative sites which were found to be comparably sequentially preferable in terms of flood risk compared to the planning application site. This means that there are sequentially preferable sites available to accommodate the proposed development with less risk from flooding. The sequential test for flood risk has therefore not been passed. Paragraph 174 of the NPPF sets out that development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. This harm is therefore attributed significant weight.
- 11.19. The residual capacity impact at the A4600 Hinckley Road / Wigston Road / Brade Drive Roundabout, has not been demonstrated to be adequately mitigated therefore this is deemed to be a residual severe capacity impact. In relation to this junction, it is concluded that the

proposals do not accord with Policies D1 and D2 of the Local Plan and Paragraph 116 of the NPPF. In relation to the strategic road network there is an outstanding element in relation to M6 Junction 2 and M69 Junction 1. At this time, it has not adequately been demonstrated that any impacts M69 Junction 1 and M6 Junction 2 have been adequately mitigated. In turn, it has not adequately been demonstrated that the proposals would not cause a safety impact or a severe impact upon the highway network. Therefore, the proposal does not comply with policies D1 and D2 of the Local Plan or the wider policies of the NPPF. This harm carries substantial weight.

Benefits

- 11.20. The specific need for the development in broad terms has been assessed within section 18 of this report and the proposal has been accepted as an integrated campus (section 11). Overall, when considering the range of locational requirements, it is not considered that there is any other alternative site for the proposal which has an overall higher performance for the specific form of development proposed (section 12).
- 11.21. Paragraph 85 states that decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity.
- 11.22. There are various capacity and productivity gains through the proposed headquarters as Shirebrook was not designed for the growth and capacity now required. The Group estimates that the new facility will increase processing capacity by up to 50% compared to the current estate. Overall, this would increase units per worker productivity by up to 90%. The value of this to the UK economy could equate to around £50m of additional contribution to Gross Domestic Product (GDP) each year. This would therefore enable the new campus to boost the UK economy by approx. £69 million per year and could potential support up to 750 additional shops with 11,000 new jobs in towns and cities across the country. This aligns with the Group's priority of being a bricks and mortar retail company. These national economic benefits hold substantial weight in the balance.
- 11.23. At a local level it is estimated that the campus will deliver approximately 480 FTE construction jobs over the course of the construction period. In relation to the operational development there would be approximately 5,800 FTE jobs. The scale of job creation represents a significant uplift in employment for Rugby Borough and therefore holds significant weight.
- 11.24. The new employees at the development site are expected to generate economic benefits for the local economy through spending. An estimate of £24.4 million per year has been put forward by the applicant. Due to the draw of workforce across geographical areas the magnitude of impact is considered to be low as the spending would also be spread across the wider geographical area. This would therefore have a minor beneficial effect at Borough level however the effect would still be felt in a wider geographical area. This benefit therefore holds moderate weight in the balance.
- 11.25. It is estimated that the employment supported by the proposed development would contribute approximately £235-339 million in Gross Value Added (GVA) per year. This is equivalent to growing the Rugby economy by 10%. This holds substantial weight in the planning balance.
- 11.26. In relation to procurement and skills training, local people will be prioritised through the provision of an employment and skills framework which will be secured through the section 106 agreement. The delivery of this framework, and the on-site training and development provision within the development, will help to support access to opportunities created for local

and borough residents. In addition, the provision of the Employment, Skills and Training Hub in Rugby urban area will upskill local residents who are not yet employed by Frasers in order to support residents in the most sustainable location. This benefit holds significant weight in the planning balance.

- 11.27. A community use agreement will be an obligation of the section 106 agreement. This will secure community and local use of the auditorium, training rooms and leisure facilities (gym, swimming pool, sports hall and ancillary uses). This benefit holds moderate weight in the planning balance.
- 11.28. Three five a side 3G sports pitches are proposed and community use would be provided through the community use agreement. Due to the pitches not being full sized and therefore majorly only meeting the applicants need rather than the identified need within the Playing Pitch Strategy this benefit is given limited weight (section 15).
- 11.29. 48 hectares of new accessible public open space is proposed through the development. The 12ha Local Wildlife site is also proposed to be enhanced. This would therefore increase the amenity greenspace in the parish by 24.46ha (Ansty Parish currently has 0.94ha) and natural and semi-natural greenspace in the parish by 19.43ha (Ansty Parish currently has 0ha of accessible natural and semi-natural provision). This greenspace will be accessible for all and provide a social benefit for the community. The proposals deliver significant enhancements in relation to green space accessibility in the surrounding area. The north of the site comprises enhanced green infrastructure, woodland planting, improvements to biodiversity and extensive new walking and cycling routes across the site. This benefit therefore carries significant weight in the balance.
- 11.30. At the time of the applications submission in October 2023 the requirement to provide a 10% net gain for biodiversity was not enshrined in law and therefore this application is not required to provide a 10% gain just a net gain. The proposal provides an on-site gain of 16.63% habitat gain, 12.00% hedgerow gain and 16.55% watercourse net gain (section 24). In addition, a common lizard (protected species) will be introduced onto the site within the local wildlife site. Significant weight is attributed to this benefit.
- 11.31. Public Transport will be increased in the local area. Extension of bus routes 78/78A with an hourly service and diversion of route X6 into the campus on at an hourly frequency. New route 72 will be provided linking Rugby and Nuneaton via Bulkington and the campus on an hourly frequency. Bus routes 9, X30 and 60 to also be extended into the campus (section 20). This is a benefit for the local community which holds moderate weight.
- 11.32. The applicant is committed to achieving net zero carbon for both embodied carbon and operational carbon for buildings. A number of strategies have been utilised to achieve this (section 36). Overall, in relation to climate change, carbon emissions, energy, sustainable design and construction, there would be a significant betterment over and above building regulations and planning requirements. Due to the conditions imposed in relation to the developments net zero status this benefit carries significant weight.
- 11.33. It is acknowledged there is some historic significance to the current alignment of the PRowS (section 26), however given poor quality and low usage, the impacts are outweighed by the considerable benefits arising from the routes being significantly upgraded in terms of surfacing, lighting, accessibility and wayfinding. This benefit for the local community is given moderate weight.

Conclusion

- 11.34. The determination of whether very special circumstances exist is a matter of planning judgement based on a consideration of all relevant matters. However, very special circumstances cannot exist unless the harm to the Green Belt, and any other harm, is clearly outweighed by other considerations. Therefore, in this case, it is whether the identified benefits above taken together would decisively outweigh all the harms identified above.
- 11.35. Overall, the totality of the economic, environmental and social benefits have been considered and the totality of the benefits clearly outweigh the combined weight of the harm to the Green Belt and any other harm, including the retail and landscape harm, heritage harm and harm in respect to the failure to satisfy the sequential test. Consequently, the very special circumstances necessary to justify the development do exist and the application should be approved. Accordingly, this is an instance where there are material considerations that justify a departure from the development plan as a matter of planning judgement.

CONDITIONS

Due to the content of this report various changes have been made to the conditions therefore a revised draft decision notice has been appended to this report which shows the changes identified as track changes.

RECOMMENDATION

1. Planning application R23/1027 be approved subject to:
 - a. Referral to the Planning Casework Unit;
 - b. the conditions and informatives set out in the draft decision notice appended to this report; and
 - c. the completion of a legal agreement to secure the necessary financial contributions and/or planning obligations.
2. The Chief Officer for Growth and Investment be given delegated authority to make minor amendments to the conditions and informatives outlined in the draft decision notice.
3. The Chief Officer for Growth and Investment (in consultation with the Planning Committee Chair) be given delegated authority to add, vary or remove any of the financial contributions and/or planning obligations outlined in the heads of terms within this report.

DRAFT DECISION

REFERENCE NO:
R23/1027

DATE APPLICATION VALID:
10-Nov-2023

APPLICANT:
SDI Propco (100) Ltd SDI Propco (100) Ltd, C/O Agent

AGENT:
Mr Philip Murphy, Quod, 21 Soho Square, London, W1F 3QP

ADDRESS OF DEVELOPMENT:
Crownier Fields Farm and Home Farm, Hinckley Road (B4065), Ansty, Warwickshire, CV7 9JA

APPLICATION DESCRIPTION:
Creation of an employment-led headquarters campus development, composed of head office and distribution/warehouse facilities, concept research and development retail and leisure (including gym, swimming pool, fitness studio/sports hall, sport pitches and associated facilities), ancillary food and beverage and convenience retail, onsite accommodation including a hotel and group accommodation, learning and development academy (including auditorium and training rooms), supplier offices, nursery, helipad, landscaping and ecological enhancements, site contouring, earth bunds, drainage, surface and multi-storey car parking, cycle parking, access roads, cycleways and footways, permanent ingress/egress points, utility diversions, ancillary buildings and structures, temporary construction ingress/egress, associated infrastructure and works, and demolition of existing buildings/structures.

CONDITIONS, REASONS AND INFORMATIVES:

CONDITON 1:
The development hereby permitted shall be begun before the expiration of 12 months from the date of this permission.

REASON: To comply with the requirements of Section 51 of the Planning and Compulsory Purchase Act 2004.

CONDITION 2:
Development hereby permitted shall be carried out in complete accordance with the details shown on the following submitted plans and documents received by the local planning authority:
To follow within late items.

<u>Drawing number and title</u>	<u>Date received</u>
21227 - GRM - XX - RF - DR - A - 99 001 - P-03 Site Location Plan	received on 20/10/2023
21227 - GRM - XX - RF - DR - A - 99 005 - P-05 Demolition Plan 01	received on 15/11/2023
21227 - GRM - XX - RF - DR - A - 99 009 - P-05 Demolition Plan 02	received on 15/11/2023
21227 - GRM - XX - RF - DR - A - 99 006 - P-04 Proposed Site Plan	received on 02/12/2024
21227 - GRM - XX - XX - DR - A - 99 302 - P-03 Proposed Site Section AA	received on 20/10/2023
21227 - GRM - XX - XX - DR - A - 99 303 - P-03 Proposed Site Section BB	received on 20/10/2023
21227 - GRM - XX - RF - DR - A - 99 503 - P-02 Fire Access Plan	received on 20/10/2023

21227 - GRM - XX - 00 - DR - A - 99 101 - P-04 Campus Heart Plan 00	received on 08/07/2024
21227 - GRM - XX - 01 - DR - A - 99 102 - P-04 Campus Heart Plan 01	received on 08/07/2024
21227 - GRM - XX - 02 - DR - A - 99 103 - P-04 Campus Heart Plan 02	received on 08/07/2024
21227 - GRM - XX - 03 - DR - A - 99 104 - P-04 Campus Heart Plan 03	received on 08/07/2024
21227 - GRM - XX - 04 - DR - A - 99 105 - P-04 Campus Heart Plan 04	received on 08/07/2024
21227 - GRM - XX - RF - DR - A - 99 106 - P-04 Campus Heart Plan RF	received on 08/07/2024
21227 - GRM - XX - XX - DR - A - 99 200 - P-04 Proposed Campus Heart Elevations	received on 08/07/2024
21227 - GRM - HQT - 00 - DR - A - 99 107 - P-03 Office HQ Plan 00	received on 20/10/2023
21227 - GRM - HQT - 01 - DR - A - 99 108 - P-03 Office HQ Plan 01	received on 20/10/2023
21227 - GRM - HQT - 01 - DR - A - 99 109 - P-03 Office HQ Plan 02	received on 20/10/2023
21227 - GRM - HQT - 01 - DR - A - 99 110 - P-03 Office HQ Plan 03	received on 06/11/2023
21227 - GRM - HQT - 01 - DR - A - 99 111 - P-03 Office HQ Plan 04	received on 20/10/2023
21227 - GRM - HQT - 01 - DR - A - 99 112 - P-03 Office HQ Plan RF	received on 06/11/2023
21227 - GRM - HQT - XX - DR - A - 99 201 - P-03 Proposed Office HQ East & West Elevations	received on 06/11/2023
21227 - GRM - HQT - XX - DR - A - 99 202 - P-03 Proposed Office HQ North Elevation & Section	received on 06/11/2023
21227 - GRM - HQT - XX - DR - A - 99 305 - P-03 Proposed Office HQ Sections	received on 20/10/2023
21227 - GRM - HQT - XX - DR - A - 99 220 - P-01 Proposed Office HQ Elevations	received on 06/11/2023
21227 - GRM - HQT - XX - DR - A - 99 209 - P-01 Proposed Office HQ MSCP elevations	received on 10/11/2023
21227 - GRM - RST - 00 - DR - A - 99 113 - P-04 Concept Retail R+D Plan 00	received on 08/07/2024
21227 - GRM - RST - 01 - DR - A - 99 114 - P-04 Concept Retail R+D Plan 01	received on 08/07/2024
21227 - GRM - RST - RF - DR - A - 99 115 - P-04 Concept Retail R+D Plan RF	received on 08/07/2024
21227 - GRM - RST - XX - DR - A - 99 203 - P-03 Proposed Concept Retail R+D East & West Elevations	received on 06/11/2023
21227 - GRM - RST - XX - DR - A - 99 204 - P-03 Proposed Concept Retail R+D North & South Elevations	received on 10/11/2023
21227 - GRM - RST - XX - DR - A - 99 306 - P-03 Proposed Concept Retail R+D Sections	received on 20/10/2023
21227 - GRM - RST - XX - DR - A - 99 230 - P-02 Proposed Concept Retail R+D F&B Convenience North Elevations	received on 08/07/2024
21227 - GRM - HQT - XX - DR - A - 99 210 - P-01 Proposed Concept Retail R+D MSCP elevations	received on 10/11/2023
21227 - GRM - HTL - 00 - DR - A - 99 116 - P-03 Leisure and Learning Plan 00	received on 20/10/2023
21227 - GRM - HTL - 00 - DR - A - 99 117 - P-03 Leisure and Learning Plan 01	received on 20/10/2023
21227 - GRM - HTL - 00 - DR - A - 99 118 - P-03 Leisure and Learning Plan 02	received on 20/10/2023
21227 - GRM - HTL - 00 - DR - A - 99 119 - P-03 Leisure and Learning Plan 03	received on 20/10/2023
21227 - GRM - HTL - 00 - DR - A - 99 120 - P-03 Leisure and Learning Plan 04	received on 20/10/2023
21227 - GRM - HTL - RF - DR - A - 99 121 - P-03 Leisure and Learning Plan RF	received on 06/11/2023

21227 - GRM - HTL - XX - DR - A - 99 207 - P-03 Proposed Leisure and Learning East & West Elevations	received on 06/11/2023
21227 - GRM - HTL - XX - DR - A - 99 208 - P-03 Proposed Leisure and Learning North & South Elevations	received on 06/11/2023
21227 - GRM - HTL - XX - DR - A - 99 307 - P-03 Proposed Leisure and Learning Sections	received on 20/10/2023
21227 - GRM - ACC - 00 - DR - A - 99 122 - P-03 Group Accommodation Plan 00	received on 20/10/2023
21227 - GRM - ACC - 00 - DR - A - 99 123 - P-03 Group Accommodation Plan 01	received on 20/10/2023
21227 - GRM - ACC - 00 - DR - A - 99 12 - P-03 Group Accommodation Roof Plan	received on 06/11/2023
21227 - GRM - ACC - XX - DR - A - 99 308 - P-03 Proposed Group Accommodation Sections & Elevations	received on 06/11/2023
21227 - GRM - ACC - XX - DR - A - 99 250 - P-01 Proposed Group Accommodation Cluster Elevations	received on 06/11/2023
21227 - GRM - XX - XX - DR - A - 99 500 - P-02 Electric Vehicle Charging Plan 00 & 01	received on 03/10/2023
21227 - GRM - XX - XX - DR - A - 99 501 - P-02 Electric Vehicle Charging Plan 02 & 03	received on 03/10/2023
7321-SMR-UN1-ZZ-DR-A-2101-S3-P05 Logistics Building 01 - Proposed Site Plan	received on 08/07/2024
7321-SMR-ZZ-ZZ-DR-A-2102-S3-P010 Logistics Building 02 & 03 - Proposed Site Plan	received on 02/12/2024
7321-SMR-ZZ-ZZ-DR-A-2103-S3-P07 Logistics Building 04 & 05 - Proposed Site Plan	received on 08/07/2024
7321-SMR-UN1-ZZ-DR-A-2104-S3-P04 Logistics Building 01 - Proposed Fencing Plan	received on 08/07/2024
7321-SMR-ZZ-ZZ-DR-A-2105-S3-P06 Logistics Building 02 & 03 - Proposed Fencing Plan	received on 08/07/2024
7321-SMR-UN4-ZZ-DR-A-2106-S3-P06 Logistics Building 04 & 05 - Proposed Fencing Plan	received on 08/07/2024
7321-SMR-UN1-GF-DR-A-2107-S3-P05 Logistics Building 01 - Ground Floor Proposed GA Plan (1 of 4)	received on 08/07/2024
7321-SMR-UN1-GF-DR-A-2108-S3-P06 Logistics Building 01 - Ground Floor Proposed GA Plan (2 of 4)	received on 08/07/2024
7321-SMR-UN1-GF-DR-A-2109-S3-P06 Logistics Building 01 - Ground Floor Proposed GA Plan (3 of 4)	received on 08/07/2024
7321-SMR-UN1-GF-DR-A-2110-S3-P05 Logistics Building 01 - Ground Floor Proposed GA Plan (4 of 4)	received on 08/07/2024
7321-SMR-UN1-RF-DR-A-2123-S3-P04 Logistics Building 01 - Roof Proposed GA Plan	received on 08/07/2024
7321-SMR-UN1-GF-DR-A-2124-S3-P05 Logistics Building 01 - Office GA Plan 00 & 01	received on 20/10/2023
7321-SMR-UN1-GF-DR-A-2125-S3-P05 Logistics Building 01 - Office GA Plan 02 & 03	received on 20/10/2023

7321-SMR-UN1-ZZ-DR-A-2126-S3-P06 Logistics Building 01 - Hub & Welfare Block GA Plan 00 & 01	received on 06/11/2023
7321-SMR-UN2-GF-DR-A-2128-S3-P07 Logistics Building 02 – Ground Floor Proposed GA Plan 00 & 01	received on 20/10/2023
7321-SMR-UN2-RF-DR-A-2130-S3-P04 Logistics Building 02 – Roof Proposed GA Plan	received on 20/10/2023
7321-SMR-UN2-ZZ-DR-A-2131-S3-P05 Logistics Building 02 – Office GA Plans	received on 20/10/2023
7321-SMR-UN3-GF-DR-A-2132-S3-P07 Logistics Building 03 - Ground Floor Proposed GA Plan	received on 08/07/2024
7321-SMR-UN3-RF-DR-A-2134-S3-P05 Logistics Building 03 - Roof Proposed GA Plan	received on 08/07/2024
7321-SMR-UN3-ZZ-DR-A-2135-S3-P06 Logistics Building 03 – Office GA Plans	received on 20/10/2023
7321-SMR-UN4-GF-DR-A-2136-S3-P07 Logistics Building 04 - Ground Floor Proposed GA Plan	received on 08/07/2024
7321-SMR-UN4-RF-DR-A-2138-S3-P04 Logistics Building 04 - Roof Proposed GA Plan	received on 08/07/2024
7321-SMR-UN4-ZZ-DR-A-2139-S3-P07 Logistics Building 04 - Office GA Plans	received on 20/10/2023
7321-SMR-UN5-GF-DR-A-2140-S3-P06 Logistics Building 05 - Ground Floor Proposed GA Plan	received on 08/07/2024
7321-SMR-UN5-RF-DR-A-2142-S3-P05 Logistics Building 05 - Roof Proposed GA Plan	received on 08/07/2024
7321-SMR-UN5-ZZ-DR-A-2143-S3-P05 Logistics Building 05 - Office GA Plans	received on 20/10/2023
7321-SMR-UN1-ZZ-DR-A-2200-S3-P05 Logistics Building 01 - Proposed Elevations (1 of 2)	received on 20/10/2023
7321-SMR-UN1-ZZ-DR-A-2201-S3-P06 Logistics Building 01 - Proposed Elevations (2 of 2)	received on 20/10/2023
7321-SMR-UN1-ZZ-DR-A-2202-S3-P04 Logistics Building 01 – Office GA Elevations	received on 20/10/2023
7321-SMR-UN2-ZZ-DR-A-2203-S3-P06 Logistics Building 02 – Proposed Elevations	received on 20/10/2023
7321-SMR-UN2-ZZ-DR-A-2204-S3-P05 Logistics Building 02 – Office GA Elevations	received on 20/10/2023
7321-SMR-UN3-ZZ-DR-A-2205-S3-P06 Logistics Building 03 – Proposed Elevations	received on 20/10/2023
7321-SMR-UN3-ZZ-DR-A-2206-S3-P05 Logistics Building 03 – Office GA Elevations	received on 20/10/2023
7321-SMR-CP3-ZZ-DR-A-2207-S3-P05 Logistics Building 03 – MSCP Elevations	received on 20/10/2023
7321-SMR-UN4-ZZ-DR-A-2208-S3-P08 Logistics Building 04 – Proposed Elevations	received on 20/10/2023
7321-SMR-UN4-ZZ-DR-A-2209-S3-P05 Logistics Building 04 – Office GA Elevations	received on 20/10/2023
7321-SMR-UN5-ZZ-DR-A-2210-S3-P05 Logistics Building 05 – Proposed Elevations	received on 20/10/2023

7321-SMR-UN5-ZZ-DR-A-2211-S3-P06 Logistics Building 05 – Office GA Elevations	received on 20/10/2023
7321-SMR-CP5-ZZ-DR-A-2212-S3-P05 Logistics Building 05 – MSCP Elevations	received on 20/10/2023
7321-SMR-UN1-ZZ-DR-A-2301-S3-P02 Logistics Building 01 – Proposed Sections (1 of 2)	received on 20/10/2023
7321-SMR-UN1-ZZ-DR-A-2302-S3-P02 Logistics Building 01 – Proposed Sections (2 of 2)	received on 20/10/2023
7321-SMR-UN2-ZZ-DR-A-2303-S3-P02 Logistics Building 02 – Proposed Sections	received on 20/10/2023
7321-SMR-UN3-ZZ-DR-A-2304-S3-P02 Logistics Building 03 – Proposed Sections	received on 20/10/2023
7321-SMR-UN4-ZZ-DR-A-2305-S3-P02 Logistics Building 04 – Proposed Sections	received on 20/10/2023
7321-SMR-UN5-ZZ-DR-A-2306-S3-P02 Logistics Building 05 – Proposed Sections	received on 20/10/2023
7321-SMR-VMU-ZZ-DR-A-2500-S3-P03 Ancillary Structures - Logistics Building 01 Vehicle Maintenance Unit	received on 20/10/2023
7321-SMR-CP3-ZZ-DR-A-2501-S3-P07 - Ancillary Structures - Logistics Building 03 Parking Deck	received on 08/07/2024
7321-SMR-CP3-ZZ-DR-A-2502-S3-P06 - Ancillary Structures - Logistics Building 05 Parking Deck	received on 08/07/2024
7321-SMR-GH-ZZ-DR-A-2503-S3-P03 Ancillary Structures – Typical Guard Hut	received on 20/10/2023
7321-SMR-GHO-ZZ-DR-A-2504-S3-P02 Ancillary Structures – Typical Gatehouse	received on 20/10/2023
7321-SMR-ZZ-ZZ-DR-A-2505-S3-P02 Ancillary Structures - Shelters (Smoking, Bus & Cycle)	received on 20/10/2023
7321-SMR-PS-ZZ-DR-A-2510-S3-P03 Ancillary Structures - Primary Substation	received on 20/10/2023
7321-SMR-BRG-ZZ-DR-A-2511-S3-P02 Ancillary Structures - Sprinkler Tank & Pump House & Link Bridge	received on 20/10/2023
7321-SMR-ZZ-ZZ-DR-A-2512-S3-P02 Proposed Gate and Fencing Details	received on 20/10/2023
ALPHA-02100-P-03 External Levels	received on 02/12/2024
ALPHA-02200-P-04 Cut & Fill Earthworks	received on 02/12/2024
ALPHA-02300-P-05 Proposed Surface Water Drainage Strategy	received on 02/12/2024
ALPHA-PIN-XX-XX-DR-C-02340-P06 Indicative Culvert Layout Plan	received on 02/12/2024
ALPHA-02510-P-01 Road Layout Overview Sheet 1	received on 03/10/2023
ALPHA-02511-P-01 Road Layout Overview Sheet 2	received on 03/10/2023
ALPHA-02800-P-01 West Entrance Road Longitudinal Section	received on 03/10/2023
ALPHA-02801-P-01 Southern Distributor Road Longitudinal Section Sheet 1	received on 03/10/2023
ALPHA-02802-P-01 Southern Distributor Road Longitudinal Section Sheet 2	received on 03/10/2023
ALPHA-02803-P-01 Southern Distributor Road Longitudinal Section Sheet 3	received on 03/10/2023
ALPHA-02804-P-01 Southern Distributor Road Longitudinal Section Sheet 4	received on 03/10/2023

ALPHA-02805-P-01 Southern Distributor Road Longitudinal Section Sheet 5	received on 03/10/2023
ALPHA-02822-P-01 Main Hub Distribution Road Cross Section	received on 03/10/2023
ALPHA-02823-P-01 North Hub Access Road Cross Section	received on 03/10/2023
ALPHA-02824-P-01 West Entrance Road Cross Section	received on 03/10/2023
ALPHA-02850-P-01 Roundabout Sections	received on 03/10/2023
0104130-HLEA-XX-XX-SP-CS-050-001-S2-P10 External Services	received on 02/12/2024
21227 - GRM - XX - RF - DR - A - 99 502 Site Waste Management Plan (recycling and bin locations)	received on 03/10/2023
2929277-000-P-01-P04 Utility Diversion	received on 02/12/2024
ALPHA-02331-P-02 Flood Exceedance Route	received on 02/12/2024
ALPHA-PIN-XX-XX-DR-C-02110 -P03 Proposed Bunds	received on 02/12/2024
ALPHA-PIN-XX-XX-DR-C-02111-P03 Proposed Flood Bunds	received on 02/12/2024
ALPHA-PIN-XX-XX-DR-C-02112-P03 Proposed Flood Bunds Sections	received on 02/12/2024
12040-LD-LM-PLN-001-P13 Whole Site Landscape Masterplan	received on 02/12/2024
12040-LD-PL-KP-PLN-400-P06 Planting Proposals Sheet Key Plan	received on 02/12/2024
12040-LD-GA-PLN-003-P05 Landscape General Arrangement Plan Sheet 1 of 10	received on 08/07/2024
12040-LD-GA-PLN-004-P05 Landscape General Arrangement Plan Sheet 2 of 10	received on 08/07/2024
12040-LD-GA-PLN-005-P05 Landscape General Arrangement Plan Sheet 3 of 10	received on 08/07/2024
12040-LD-GA-PLN-006-P05 Landscape General Arrangement Plan Sheet 4 of 10	received on 08/07/2024
12040-LD-GA-PLN-007-P06 Landscape General Arrangement Plan Sheet 5 of 10	received on 08/07/2024
12040-LD-GA-PLN-008-P08 Landscape General Arrangement Plan Sheet 6 of 10	received on 08/07/2024
12040-LD-GA-PLN-009-P08 Landscape General Arrangement Plan Sheet 7 of 10	received on 08/07/2024
12040-LD-GA-PLN-010-P06 Landscape General Arrangement Plan Sheet 8 of 10	received on 08/07/2024
12040-LD-GA-PLN-011-P05 Landscape General Arrangement Plan Sheet 9 of 10	received on 08/07/2024
12040-LD-GA-PLN-012-P10 Landscape General Arrangement Plan Sheet 10 of 10	received on 02/12/2024
12040-LD-GA-KP-PLN-002-P06 Landscape General Arrangement Sheet Key Plan	received on 02/12/2024
12040-LD-PL-PLN-401-P05 Planting Proposals with Planting Schedule - Sheet 1 of 10	received on 08/07/2024
12040-LD-PL-PLN-402-P05 Planting Proposals with Planting Schedule - Sheet 2 of 10	received on 08/07/2024
12040-LD-PL-PLN-403-P05 Planting Proposals with Planting Schedule - Sheet 3 of 10	received on 08/07/2024

12040-LD-PL-PLN-404-P05 Planting Proposals with Planting Schedule - Sheet 4 of 10	received on 08/07/2024
12040-LD-PL-PLN-405-P05 Planting Proposals with Planting Schedule - Sheet 5 of 10	received on 08/07/2024
12040-LD-PL-PLN-406-P07 Planting Proposals with Planting Schedule - Sheet 6 of 10	received on 08/07/2024
12040-LD-PL-PLN-407-P07 Planting Proposals with Planting Schedule - Sheet 7 of 10	received on 08/07/2024
12040-LD-PL-PLN-408-P06 Planting Proposals with Planting Schedule - Sheet 8 of 10	received on 08/07/2024
12040-LD-PL-PLN-409-P06 Planting Proposals with Planting Schedule - Sheet 9 of 10	received on 08/07/2024
12040-LD-PL-PLN-410-P-08 Planting Proposals with Planting Schedule - Sheet 10 of 10	received on 02/12/2024
12040-LD-SKE-604-P02 Long Section AA Indicating Planting at Year 1 & Year 15	received on 03/10/2023
12040-LD-SKE-605-P04 Long Section BB Indicating Planting at Year 1 & Year 15	received on 08/07/2024
12040-LD-SKE-606-P02 Long Section CC Indicating Planting at Year 1 & Year 15	received on 03/10/2023
12040-LD-SKE-607-P02 Long Section DD Indicating Planting at Year 1 & Year 15	received on 03/10/2023
12040-LD-SKE-608-P05 Long Section EE Indicating Planting at Year 1 & Year 15	received on 08/07/2024
12040-LD-SKE-609-P02 Long Section FF Indicating Planting at Year 1 & Year 15	received on 03/10/2023
12040-LD-SKE-610-P03 Long Section GG Indicating Planting at Year 1 & Year 15	received on 20/10/2023
1240-LD-CH-GA-PLN-000-P05 Campus Heart General Arrangement Key Plan	received on 08/07/2024
1240-LD-CH-GA-PLN-001-P05 Campus Heart Landscape General Arrangement Key Plan	received on 08/07/2024
12040-LD-CH-HL-PLN-002-P05 Western Gateway, Leisure & Learning and Hotel Hard landscape Proposals Including Levels	received on 08/07/2024
12040-LD-CH-HL-PLN-401-P03 Western Gateway, Leisure & Learning and Hotel Soft Landscape Proposals	received on 08/07/2024
12040-LD-CH-HL-PLN-003-P04 Concept Retail R&D and F&B pavilion hard landscape proposals including levels	received on 08/07/2024
12040-LD-CH-HL-PLN-004-P04 HQ Office and Eastern Campus Hard Landscape Proposals including Levels	received on 08/07/2024
12040-LD-CH-PL-KP-PLN-400-P03 Campus Heart Landscape Planting Proposals Key Plan & Typical Schedule	received on 08/07/2024
12040-LD-CH-PL-PLN-402-P02 Concept Retail R&D and F&B Pavilion Soft Landscape Proposals	received on 03/10/2023
12040-LD-CH-PL-PLN-403-P02 HQ Office and Eastern Campus Soft Landscape Proposals	received on 03/10/2023

12040-LD-GR-GA-PLN-900-P03 Group Accommodation Landscape General Arrangement Plan	received on 08/07/2024
12040-LD-GR-PL-PLN-1001-P03 Group Accommodation Planting Proposals	received on 08/07/2024
16-17216-HLEA-XX-ZZ-SP-LD-708003-S3-P09 External Lighting Design Layout	received on 08/07/2024
16-17216-HLEA-XX-ZZ-SP-LD-708001-S3-P08 Lighting Design Parameters	received on 08/07/2024
195061-PD01 Rev J Proposed Site Access Roundabout Hinckley Road	received on 14/11/2024
195061-PD39-Rev A Proposed Site Access & Visibility Splay	received on 14/11/2024
195061-PD47-Rev A Site Access Construction Phase	received on 03/10/2023
9742-T-11 Rev D Tree Retention Plan	received on 20/10/2023
9742-T-12 Rev D Tree Retention Plan	received on 20/10/2023
9742-T-13 Rev D Tree Retention Plan	received on 20/10/2023
9742-T-14 Rev D Tree Retention Plan	received on 20/10/2023
9742-T-15 Rev D Tree Retention Plan	received on 20/10/2023
9742-T-16 Rev D Tree Retention Plan	received on 20/10/2023
9742-T-17 Rev D Tree Retention Plan	received on 20/10/2023
9742-T-18 Rev C Tree Retention Plan	received on 20/10/2023
9742-T-19 Rev C Tree Retention Plan	received on 20/10/2023
9742-T-20 Rev C Tree Retention Plan	received on 20/10/2023
9742-T-21 Rev B Tree Protection Plan	received on 20/10/2023
9742-T-22 Rev B Tree Protection Plan	received on 20/10/2023
9742-T-23 Rev B Tree Protection Plan	received on 20/10/2023
9742-T-24 Rev B Tree Protection Plan	received on 20/10/2023
9742-T-25 Rev B Tree Protection Plan	received on 20/10/2023
9742-T-26 Rev B Tree Protection Plan	received on 20/10/2023
9742-T-27 Rev B Tree Protection Plan	received on 20/10/2023

REASON: To ensure that the details of the development are acceptable to the Local Planning Authority in accordance with policies GP1 and SDC1 of the Local Plan (2019).

CONDITION 3:

Prior to the commencement of development, a plan identifying the structures to be demolished as part of Phase 0 (in accordance with the approved demolition plans) shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved plan.

REASON: To ensure that the details of the development are acceptable to the Local Planning Authority in accordance with policies GP1 and SDC1 of the Local Plan (2019).

CONDITION 4:

Prior to the commencement of development, a Phase 0 Demolition Environmental Plan shall be submitted to and approved in writing by the Local Planning Authority. It shall include:

- a) the control of noise and vibration emissions from demolition activities;

- b) Ecology mitigation and management works;
- c) Any grading and re-profiling of site;
- d) the control of dust including arrangements to monitor dust emissions from the development site during the demolition;
- e) Hours of operation;
- f) Any temporary site compound, including buildings/structures, lighting, fencing/hoarding and storage provision;
- g) The parking of vehicles of site operatives and visitors during the demolition;
- h) Management of materials, soil resource and waste
- i) Measures to prevent deleterious material being carried onto the highway network;
- j) Manner in which materials are to be recycled on site if suitable;
- k) Routing of related vehicles consistent with the Framework Construction Logistics Plan at Appendix H; and
- l) Strategy, sequence and timing for demolition and all other works specified within the plan

The development shall not be carried out other than in accordance with the approved plan.

REASON: In the interests of residential amenity and protected species, to ensure the details are acceptable to the Local Planning Authority and to avoid significant adverse impacts in accordance with Policies SDC1 and NE1 of the Local Plan (2019).

CONDITION 5:

The development hereby permitted shall not commence in that phase until a detailed schedule of bat mitigation measures (to include timing of works, ecologist supervision of destructive works, toolbox talk, procedure if bats are found, including provision of a bat box during works, replacement roost details, including feature/box type, location and timetable for installation, monitoring and further survey if necessary) has been submitted to and approved by the Local Planning Authority for that phase. Such approved mitigation measures shall thereafter be implemented in full and maintained in perpetuity.

REASON: To ensure protected, important and priority species and their habitats are not harmed by the development.

CONDITION 6:

Prior to commencement of development in any phase (excluding in Phase 0), a Development Implementation and Phasing Plan (DIPP) shall be submitted to and approved in writing by the Local Planning Authority. The DIPP shall provide details of the strategy, sequence and timing of development across the entire site (as defined by phases and plots with Phase 0 comprising the demolition works as identified in the documents approved under condition 3) and broad locations of key infrastructure and land uses in the remaining phases, including:

- a. Earthworks, grading, re-profiling of site and enabling works;
- b. Infrastructure including new accesses, roads, footways and cycleways;
- c. Balancing ponds and surface water drainage systems;
- d. Woodland and structural planting;
- e. On Plot and site wide landscaping;
- f. Ecology mitigation and management works; and
- g. Development of buildings within plots.

The development shall not be carried out other than in accordance with the approved DIPP.

REASON: To ensure that the details of the development are acceptable to the Local Planning Authority in accordance with policies GP1 and SDC1 of the Local Plan (2019).

Design

CONDITION 7:

No development above foundation level in each phase (excluding Phase 0) shall commence on any building until representative samples and full details of the types, finish, texture and colours of materials to be used on all external surfaces of buildings within that phase shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved materials.

REASON: To ensure that the development has a satisfactory external appearance and in the interests of visual amenity to accord with Policy SDC1 of the Local Plan (2019).

CONDITION 8:

No development above foundation level in each phase (excluding Phase 0) shall commence unless and until full details of finished floor levels of all buildings in that phase [and ground levels of all access roads, parking areas and footways] have been submitted to and approved in writing by the Local Planning Authority. Development shall not be carried out other than in accordance with the approved details.

REASON: To ensure that the development has a satisfactory appearance and in the interests of visual amenity in accordance with Policy SDC1 of the Local Plan (2019).

CONDITION 9:

Prior to the commencement of any above ground works in any phase (excluding Phase 0), notwithstanding any indication given on the approved drawings, full details of the design, materials and finishes of all windows, including the reveal depths, as well as the type and size of the proposed rooflights, and external doors in that phase shall be submitted to and approved in writing by the Local Planning Authority. Development shall not be carried out other than in accordance with the approved details and the approved design, materials and finishes shall thereafter be maintained or replaced with identical materials and finishes.

REASON: To ensure that the development has a satisfactory appearance and in the interests of visual amenity in accordance with Policy SDC1 of the Local Plan (2019).

CONDITION 10:

Prior to installation in a phase (excluding Phase 0), full details of the siting, design, colour and materials of the proposed bin and cycle stores in that phase shall be submitted to and approved in writing by the Local Planning Authority. The bin and cycle stores shall be provided, in accordance with the approved details before the first occupation of the building hereby permitted to which they relate and thereafter shall be retained in perpetuity.

REASON: To ensure that the development has a satisfactory appearance and in the interests of visual amenity in accordance with Policy SDC1 of the Local Plan (2019).

CONDITION 11:

Prior to the commencement of any phase (excluding Phase 0) full details of earthworks (including cut and fill, and the removal and/or redistribution of existing stock piles of earth and rubble on the site), the grading and re-profiling of that phase, and the finished plateaux levels for the development plot in that phase shall have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall further include levels of adjoining buildings, land

and roads and full details of any retaining walls. Measures for the reuse of existing topsoil and subsoil, to include details of the movement, storage and re-distribution of the topsoil and subsoil shall also be provided in line with the mitigation measures set out within the Environmental Statement. Development shall not be carried out other than in accordance with the approved details.

REASON: To ensure that the development has a satisfactory appearance and in the interests of visual amenity in accordance with Policy SDC1 of the Local Plan (2019).

CONDITION 12:

No part of the application site, other than within specified storage areas within approved buildings, shall be used for storage purposes.

REASON: To ensure that the development has a satisfactory appearance and in the interests of visual amenity in accordance with Policy SDC1 of the Local Plan (2019).

CONDITION 13:

No above ground development shall commence in a phase (excluding Phase 0) unless and until details, including elevations, of all proposed walls, fences, railings, gates or other boundary treatment in that phase, have been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved details and thereafter shall be maintained in perpetuity.

REASON: In the interest of visual amenity in accordance with Policy SDC1 of the Local Plan (2019).

CONDITION 14:

No above ground development shall commence [within the Phase conditioning the Concept Retail R&D floorspace](#), until a Shop Front and Advertisement Design Code for the development hereby approved has been submitted to and approved in writing by the Local Planning Authority. The Code shall set out parameters for: an appropriate design approach including general principles; palette of appropriate materials and colours; signage type, lettering, form, style and location; lighting; blinds and canopies; and security measures. The Code shall be accompanied by illustrations of what is and isn't acceptable and shall set out how it will achieve a consistent, harmonious and high quality streetscene. No work or development on the shopfronts within the Concept Retail R&D floorspace shall commence until full details of the shopfront, setting out how they comply with the Shop Front and Advertisement Design Code, have been submitted to and approved in writing by the Local Planning Authority. No work or development on the shopfront within the Concept Retail R&D floorspace shall be carried out other than in accordance with the approved details.

REASON: In the interest of the visual amenities of the area in accordance with Policy SDC1 of the Local Plan (2019).

CONDITION 15:

No above ground development shall commence on the Concept Retail R&D buildings until full details, including illustrative visualisations, plans and cross-section plans at a close scale, showing: the reveal depths of all windows, shopfront glazing, doors, panels, cladding, brickwork panels, shopfront signage zones; the pattern, bond and projection depth of any brickwork patterns, recessed brickwork detailing, soldier courses, string courses; parapet cladding; any

permanent or retractable canopies or awnings; and metal railings; have been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved details.

REASON: In the interest of the visual amenities of the area in accordance with Policy SDC1 of the Local Plan (2019).

CONDITION 16:

No above ground development shall commence on the South Concept Retail R&D building, Concept retail R&D MSCP and HQ MSCP (as shown on Proposed Site Plan drg no: 21227 – GRM – XX – RF – DR – A – 99 006 REV: P-03) until a Southern Elevation Enhancement Scheme has been submitted to and approved in writing by the Local Planning Authority. The South Concept Retail R&D building shall not be occupied until the Southern Elevation Enhancement Scheme has been provided in accordance with the approved details.

REASON: In the interest of the visual amenities of the area in accordance with Policy SDC1 of the Local Plan (2019).

Remediation

CONDITION 17:

No development (other than that in Phase 0) that is required to be carried out as part of an approved scheme of remediation shall commence until points (A) to (D) below have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until condition (d) has been complied with in relation to that contamination.

(A) An investigation and risk assessment must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to: human health, property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, groundwaters and surface waters, ecological systems, archaeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's Model Procedures for the Management of Land Contamination, CLR 11.

(B) A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local

Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

(C) The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

(D) In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition (A), and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition (B), which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition (C).

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised.

Archaeology

CONDITION 18:

No development shall commence (excluding Phase 0) unless and until:

- a) A Written Scheme of Investigation (WSI) for a programme of archaeological evaluative work has been submitted to and approved in writing by the Local Planning Authority.
- b) The programme of archaeological evaluative work and associated post-excavation analysis, report production and archive deposition detailed within the approved WSI has been undertaken. A report detailing the results of this fieldwork shall be submitted to the Local Planning Authority.c) An Archaeological Mitigation Strategy document (including a Written Scheme of Investigation for any archaeological fieldwork proposed including trial trenching) shall be submitted to and approved in writing by the Local Planning Authority. This should detail a strategy to mitigate the archaeological impact of the proposed development and should be informed by the results of the archaeological evaluation.

The development, and any archaeological fieldwork post-excavation analysis, publication of results and archive deposition detailed in the Mitigation Strategy document, shall be undertaken in accordance with the approved Archaeological Mitigation Strategy document.

REASON: To ensure satisfactory archaeological investigation, recording, dissemination and archiving

Construction

CONDITION 19:

No development shall commence in any phase (excluding Phase 0) unless and until a Construction Environmental Management Plan for that phase has been submitted to and approved in writing by the Local Planning Authority. It shall include details relating to:

- a) The control of noise and vibration emissions from demolition and construction activities including groundwork's and the formation of infrastructure including arrangements to monitor noise emissions from the development site during the demolition and construction phase;
- b) The control of dust including arrangements to monitor dust emissions from the development site during the demolition and construction phase;
- c) The location, layout and design of temporary site compounds (including areas for loading/unloading and storing plant, materials and deliveries used in constructing the development), temporary lighting and signage;
- d) Construction site access location, control and construction haul routes;
- e) ~~The parking of vehicles of site operatives and visitors;~~
- f) Hours of work and deliveries;
- g) Temporary perimeter screen and protective fencing;
- h) Piling works;
- i) Details concerning pre-commencement ecology checks (including badgers, bats, breeding birds, great crested newts, otter and water vole) and appropriate working practices and safeguards for wildlife and habitats that are to be employed whilst works are taking place on site;
- j) A method statement and confirmed tree protection details during the construction phase;
- k) Hours of construction (excluding highway works which will be subject to a separate agreement), demolition and deliveries;
- l) Heavy goods vehicle and construction traffic routing plan (including details of any temporary signage);
- m) Timing of heavy goods vehicle movements during the construction phase;
- n) Any temporary site compound, including buildings/structures, lighting, fencing and storage provision;
- o) The parking of vehicles of site operatives and visitors during the demolition/construction phase;
- p) Measures to prevent deleterious material (including mud deposition, debris and obstacles) being carried onto the highway network from vehicles leaving the site during the construction phase;
- q) A named point of contact for overseeing construction works and their contact details; and
- r) Notification to Holiday Inn Coventry M6 Junction 2 of construction timelines for works taking place around M6 Junction 6.

Development shall be carried out in compliance with the approved Construction Environmental Management Plan.

REASON:

In the interests of residential amenity and protected species, to ensure the details are acceptable to the Local Planning Authority and to avoid significant adverse impacts in accordance with Policies SDC1 and NE1 of the Local Plan (2019).

CONDITION 20:

No development shall take place (excluding Phase 0) (including ~~demolition~~, ground works and vegetation clearance) until a Construction Environmental Management Plan (CEMP: Biodiversity) for each phase has been submitted to and approved in writing by the Local Planning Authority. The CEMP (Biodiversity) shall include the following:

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of "biodiversity protection zones".
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities of an ecological clerk of works (ECoW)/similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP (Biodiversity) shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

REASON: To ensure that protected, important and priority species and their habitats are not harmed by the development and to safeguard biodiversity in accordance with national and local policies.

CONDITION 21:

No development shall commence in any phase (excluding Phase 0) unless and until a Construction Logistics Plan for that phase has been submitted to and approved in writing by the Local Planning Authority. Consistent with the Framework Construction Logistics Plan at Appendix H, the plan will be prepared with the following objectives:

- To ensure that construction traffic does not have a detrimental effect on the surrounding public highway and local community including protecting the safety for all road users (including vulnerable road users) during the construction period;
- To reduce the impact of construction traffic on the conventional network peak traffic hours and afternoon peak; and
- To identify measures to ensure safe and efficient movement of construction traffic.

Development shall not be carried out other than in accordance with the approved plan.

REASON: In the interests of residential amenity, to ensure the details are acceptable to the Local Planning Authority and to avoid significant adverse impacts in accordance with Policy SDC1 of the Local Plan (2019).

CONDITION 22:

No development shall commence in any phase (excluding Phase 0) unless and until a Materials Management Plan for that phase has been submitted to and approved in writing by the Local Planning Authority. This plan will set out the approach and principles for minimising and managing excavated materials associated with the development hereby approved (save Phase 0) and is to reflect the principles in the Draft Materials Management Plan at Appendix 12.1 of the Environmental Statement. Development shall not be carried out other than in accordance with the approved plan.

REASON: To ensure materials waste management

CONDITION 23:

No development shall commence in any phase (excluding Phase 0) unless and until a Soil Resource Management Plan for that phase has been submitted to and approved in writing by the Local Planning Authority. The plan will confirm the different soil types (based on the soil surveys already undertaken); the most appropriate re-use for the different types of soils; and the proposed methods for handling, storing and replacing soils on-site. Development shall not be carried out other than in accordance with the approved plan.

REASON: To ensure materials waste management.

CONDITION 24:

No development shall commence in any phase (excluding Phase 0) unless and until a Site Waste Management Plan for that phase has been submitted to and approved in writing by the Local Planning Authority. The plan will set out the principles and procedures for managing materials and waste generated during the construction of the development hereby permitted and reflect the principles within the Outline Site Waste Management Plan at Appendix 12.2 of the Environmental Statement. Development shall not be carried out other than in accordance with the approved plan.

REASON: To ensure materials waste management.

CONDITION 25:

A minimum of 28% of the development aggregates throughout the construction period of the development shall be recycled and secondary aggregates. Prior to occupation [of any phase](#), evidence that the development has met this percentage shall be submitted [to](#) and approved by the Local Planning Authority in writing.

REASON: To limit to depletion of aggregate reserves.

Trees and Landscape

CONDITION 26:

The landscaping scheme and planting details in any phase (excluding Phase 0), as detailed on the approved plans, shall be implemented no later than the first planting season following that phase being first brought into use. If within a period of 10 years from the date of planting, any tree/shrub/hedgerow is removed, uprooted, destroyed or dies, (or becomes in the opinion of the Local Planning Authority seriously damaged or defective), another tree/shrub/hedgerow of the same species and size originally planted shall be planted at the same place.

REASON: In the interests of biodiversity and visual amenity in accordance with paragraph 180 of the National Planning Policy Framework (2023) and Policy SDC1 of the Local Plan (2019).

CONDITION 27:

Notwithstanding the submitted landscaping plans, prior to commencement of development (excluding Phase 0) in the phase containing the Local Wildlife Site, plans and specification of the habitat to be introduced to the northern edge of the Local Wildlife Site in order to introduce the Common Lizard shall be submitted to and approved in writing by the Local Planning Authority.

The approved plans shall then be implemented no later than the first planting season following that phase being first brought into use and the Common Lizard shall be introduced within 3 months of the end of the first planting season. If within a period of 10 years from the date of planting, any tree/shrub/hedgerow in this phase is removed, uprooted, destroyed or dies, (or becomes in the opinion of the Local Planning Authority seriously damaged or defective), another tree/shrub/hedgerow of the same species and size originally planted shall be planted at the same place.

REASON: In the interests of biodiversity and visual amenity in accordance with paragraph 180 of the National Planning Policy Framework (2023) and Policy SDC1 of the Local Plan (2019).

CONDITION 28:

Prior to the commencement of any phase (excluding Phase 0) a Tree Protection Plan/Method Statement for that phase shall be submitted to and approved in writing by the Local Planning Authority. Development shall not be carried out other than in accordance with the approved plan/statement. No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be pruned in any manner, be it branches, stems or roots, other than in accordance with the approved plans and particulars. All tree works relating to a phase shall be carried out in accordance with BS3998:2010 (Recommendations for Tree Work) and shall be carried out before the commencement of any development in that phase.

REASON: To ensure that the trees on site are to be retained and adequately protected during and after construction in the interests of the visual amenities of the area and biodiversity.

CONDITION 29:

Prior to the commencement of development of any phase (excluding Phase 0) a landscape and ecological management plan (LEMP) for that phase shall be submitted to, and be approved in writing by the Local Authority. The content of the LEMP shall have regard to the submitted details and include the following:

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a ten-year period).
- g) Details of the body or organisation responsible for implementation of the plan.
- h) Ongoing monitoring and the process for implementing remedial measures should the LEMP objectives not be met.
- i) Revised Biodiversity Impact Assessment calculation in accordance with the Warwickshire County Council metric version 19.1 metrics applied to the application site to demonstrate that 17% habitat gain, 12% hedgerows and 17% watercourses net gains will be achieved.
- j) Details of the habitat to be created within the Local Wildlife Site for the common lizard protected species and how the common lizard is to be introduced to the site along with management options and actions.
- k) Details of the legal and funding mechanism(s) by which long-term implementation of the plan (30 years) will be secured by the developer with the management body(ies) responsible for its delivery.

No phase of the development (excluding Phase 0) hereby permitted shall be occupied, until the works required by the approved LEMP for that phase have been carried out in accordance with the approved details. The site shall be managed and maintained in accordance with the approved LEMP for no less than 30 years after implementation of the development hereby approved.

REASON: To ensure a net biodiversity gain in accordance with the National Planning Policy Framework (2023).

Helicopter

CONDITION 30:

The Helipad hereby permitted shall only be used by a helicopter which does not produce more noise than the Agusta A109 (the noise levels for which are stated in table 1 of Appendix 15.6 of the Environmental Statement). If alternative helicopters to the Agusta A109 are used the noise data for the helicopter (to accord with the assessment undertaken within the Environmental Statement) shall be submitted to the Local Planning Authority within 10 working days of the request being made in writing.

REASON: to limit the incidence of noise produced from the aircraft movements in the interests of preserving residential amenity.

CONDITION 31:

No more than 8 helicopter movements (one movement being either an arrival or a departure) shall be made in any one calendar day. A flight log shall be kept (including date, flight times for each individual movement and helicopter model and helicopter type) and shall be made available for inspection within 5 working days of any request in writing from the Local Planning Authority.

REASON: to limit the incidence of noise produced from the aircraft movements in the interests of preserving residential amenity.

CONDITION 32:

Flights to or from the helipad shall only take place between 07:30 - 21:30 Monday – Saturday and 08:30 – 20:30 Sunday and Bank Holidays.

REASON: to limit the periods of exposure to noise produced in the interests of preserving residential amenity.

CONDITION 33:

The arrival and departure flight paths from or to the joining point (as defined on page 7 of appendix 15.6 of the Environmental Statement) shall generally accord with the route outlined within Figure 1 of appendix 15.6 of the Environmental Statement.

REASON: To limit the exposure produced in the interests of preserving residential amenity.

Amenity

CONDITION 34:

Prior to the first occupation of a phase (excluding Phase 0), a litter management scheme for that phase shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be complied with thereafter. Such details shall include the regularity of litter picking, existing and proposed bin provision, schedule of emptying of bin provision and associated signage.

REASON: In the interests of residential amenity, to ensure the details are acceptable to the Local Planning Authority and to avoid significant adverse impacts in accordance with Policy SDC1 of the Local Plan (2019).

CONDITION 35:

Prior to installation, full details of any refrigeration or airhandling plant, flues, air source heat pumps, air conditioning units or other equipment to be located externally to the buildings hereby approved, to include proposed measures for acoustically treating such equipment, shall be submitted to and approved in writing by the Local Planning Authority. Equipment shall then be installed in accordance with the approved details and retained in perpetuity.

REASON: In the interests of residential amenity, to ensure the details are acceptable to the Local Planning Authority and to avoid significant adverse impacts in accordance with Policy SDC1 of the Local Plan (2019).

CONDITION 36:

The required noise mitigation measures for the group accommodation (R17) and hotel (R16) shall be implemented to the buildings first being brought into use and maintained in perpetuity. The Noise levels relating to construction shall not exceed the predicted noise levels as set out in Table 15.34 of Chapter 15 of the Environmental Statement. The noise levels at R16 and R17 for the operational development shall not exceed 45dB.

[Upon notification in writing from the local planning authority of an established material exceedance of the noise levels referenced in this condition, the operator shall, within 1 month of the receipt of such notification agree a scheme with the local planning authority to mitigate the material exceedance, including a timetable for its implementation. Once agreed between both parties it shall be activated forthwith and thereafter retained.](#)

REASON: In the interests of residential amenity, to ensure the details are acceptable to the Local Planning Authority and to avoid significant adverse impacts in accordance with Policy SDC1 of the Local Plan (2019).

CONDITION 37:

No above ground development on the group accommodation shall commence until a Noise Attenuation Scheme and Overheating Assessment has been submitted to and approved in writing by the Local Planning Authority. The scheme and assessment shall have regard to the Sustainability and Energy Statement (5594-P01, 03-10-23) and Operational Sound Assessment (13525A-20-R05-02, received 08/07/24). The Noise Attenuation Scheme shall include full details and specifications of the façade, windows, glazing, ventilation, internal floors and internal walls. The Overheating Assessment shall include full details and calculations demonstrating what

measures will be incorporated into the design of the group accommodation buildings to ensure overheating caused by variations in the climate, particularly in the summer with allowances for climate change, will not occur. Any proposed mitigation measures must ensure that the internal noise climate for each unit within the group accommodation achieves acceptable internal noise levels to be confirmed in the Noise Attenuation Scheme. The group accommodation shall not be occupied until the approved noise attenuation scheme, and mitigation measures for noise attenuation and overheating, have been implemented in full. The approved noise attenuation scheme, and mitigation measures for noise attenuation, ventilation and overheating, shall subsequently be maintained in perpetuity.

REASON: In the interests of residential amenity, to ensure the details are acceptable to the Local Planning Authority and to avoid significant adverse impacts in accordance with Policy SDC1 of the Local Plan (2019).

CONDITION 38:

No development shall commence until the 2.4m site hoardings as shown on Figure 15.11 within Chapter 15 (Noise and Vibration) of the Environmental Statement Addendum are implemented in full. No development shall commence (excluding Phase 0), including any groundworks, site clearance and construction work (excluding those related to the construction of the earth bunds until the earth bunds as shown within Figure 15.10 (landscaped Noise Bund Apex locations from Noise Model) within Chapter 15 (Noise and Vibration) of the Environmental Statement Addendum have been provided in accordance with the Proposed Bunds plan (ALPHA-PIN-XX-XX-DR-C-02110-P013, received 02-12-2024~~20-10-23~~) and the 2.4m site hoardings as shown on Figure 15.11 within Chapter 15 (Noise and Vibration) of the Environmental Statement Addendum are implemented in full.

REASON: In the interests of residential amenity, to ensure the details are acceptable to the Local Planning Authority and to avoid significant adverse impacts in accordance with Policy SDC1 of the Local Plan (2019).

CONDITION 39:

No sound from building services and building envelope breakout from structures erected on the site shall exceed the noise levels set out within table 3 of the Operational Sound Assessment (13525A-20-R05-02, received 08/07/24) at any noise sensitive residential receptor (or other proxy location, with associated calculations, as agreed in writing by the Local Planning Authority).

Upon notification in writing from the local planning authority of an established material exceedance of the noise levels referenced in this condition, the operator shall, within 1 month of the receipt of such notification agree a scheme with the local planning authority to mitigate the material exceedance, including a timetable for its implementation. Once agreed between both parties it shall be activated forthwith and thereafter retained.

REASON: In the interests of residential amenity, to ensure the details are acceptable to the Local Planning Authority and to avoid significant adverse impacts in accordance with Policy SDC1 of the Local Plan (2019).

CONDITION 40:

No sound from building services and building envelope breakout from structures erected on the site shall exceed the Environmental Sound Criteria as calculated for the noise sensitive receptors (or other proxy location, with associated calculations, as agreed in writing by the Local Planning

Authority) identified within table 5 of the Operational Sound Assessment (13525A-20-R05-02, received 08/07/24).

Upon notification in writing from the local planning authority of an established material exceedance of the noise levels referenced in this condition, the operator shall, within 1 month of the receipt of such notification agree a scheme with the local planning authority to mitigate the material exceedance, including a timetable for its implementation. Once agreed between both parties it shall be activated forthwith and thereafter retained.

REASON: In the interests of residential amenity, to ensure the details are acceptable to the Local Planning Authority and to avoid significant adverse impacts in accordance with Policy SDC1 of the Local Plan (2019).

CONDITION 41:

No sound from on-site vehicle movements shall exceed the Environmental Sound~~g~~ Criteria as calculated for noise sensitive receptors (or other proxy location, with associated calculations, as agreed in writing by the Local Planning Authority) identified within table 12 of the Operational Sound Assessment (13525A-20-R05-02, received 08/07/24).

Upon notification in writing from the local planning authority of an established material exceedance of the noise levels referenced in this condition, the operator shall, within 1 month of the receipt of such notification agree a scheme with the local planning authority to mitigate the material exceedance, including a timetable for its implementation. Once agreed between both parties it shall be activated forthwith and thereafter retained.

REASON: In the interests of residential amenity, to ensure the details are acceptable to the Local Planning Authority and to avoid significant adverse impacts in accordance with Policy SDC1 of the Local Plan (2019).

CONDITION 42:

No sound from on-site vehicle movements shall exceed the Significant Observed Adverse Effect Level (SOAEL) at any noise sensitive receptor (or other proxy location, with associated calculations, as agreed in writing by the Local Planning Authority) as identified within table 16 of the Operational Sound Assessment (13525A-20-R05-02, received 08/07/24).

Upon notification in writing from the local planning authority of an established material exceedance of the noise levels referenced in this condition, the operator shall, within 1 month of the receipt of such notification agree a scheme with the local planning authority to mitigate the material exceedance, including a timetable for its implementation. Once agreed between both parties it shall be activated forthwith and thereafter retained.

REASON: In the interests of residential amenity, to ensure the details are acceptable to the Local Planning Authority and to avoid significant adverse impacts in accordance with Policy SDC1 of the Local Plan (2019).

CONDITION 43:

No amplified music and/or event noise shall exceed the noise levels set out within table 19 of the Operational Sound Assessment (13525A-20-R05-02, received 08/07/24) at any noise sensitive residential receptor (or other proxy location, with associated calculations, as agreed in writing by the Local Planning Authority).

Upon notification in writing from the local planning authority of an established material exceedance of the noise levels referenced in this condition, the operator shall, within 1 month of the receipt of such notification agree a scheme with the local planning authority to mitigate the material exceedance, including a timetable for its implementation. Once agreed between both parties it shall be activated forthwith and thereafter retained.

REASON: In the interests of residential amenity, to ensure the details are acceptable to the Local Planning Authority and to avoid significant adverse impacts in accordance with Policy SDC1 of the Local Plan (2019).

Sports Pitches

CONDITION 44:

No development shall commence in the phase containing the 3G Sports Pitches, until details of the specification of the 3G Sports Pitches have been submitted to and agreed in writing by the Local Planning Authority. The development shall then be implemented in accordance with the approved details.

REASON: To ensure that the development has a satisfactory appearance and in the interests of visual amenity and to ensure a high specification is achieved for the Sports Pitch in accordance with Policy SDC1 of the Local Plan (2019).

CONDITION 45:

The 3G Sports Pitch shall only be used between 07:00 and 21:30 and the lighting for the 3G Sports Pitch shall be turned off 30 minutes afterwards.

REASON: To protect the amenity of nearby properties in accordance with Policy SDC1 of the Local Plan (2019).

CONDITION 46:

The 3G Sports Pitch shall be laid out and available for use before the occupation of the gym within the Concept Leisure R&D floorspace.

REASON: To ensure the sports facility is made available for use in the interests of the community in accordance with Policy HS3 of the Local Plan (2019).

CONDITON 47:

Prior to the first use of the 3G Sports Pitches, a detailed maintenance plan for that 3G pitches shall be submitted to and approved in writing by the Local Planning Authority. Such maintenance plan must:

- a. Description and evaluation of features to be maintained.
- b. Aims and objectives of management
- c. Provide the name of the party responsible, including contact name, address, email address and phone number
- d. Provide details on how the 3G pitches and any associated features shall be maintained and managed for the life time of the development – this must include an annual work plan capable of being rolled forward on an annual basis and a lifetime schedule to account for one off tasks e.g. recarpeting.
- e. Details of the body or organisation responsible for implementation of the plan.
- f. Ongoing monitoring and the process for implementing remedial measures should the 3G pitch maintenance plan objectives not be met.

- g. Details of the funding mechanism(s) by which long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery.

The 3G pitches and any associated features shall be managed and maintained in accordance with the approved 3G Pitch maintenance plan from the first use of the 3G Sports Pitches and shall be maintained in perpetuity.

REASON: To ensure the 3G pitches are maintained in available for use in perpetuity.

Water and Drainage

CONDITION 48:

Prior to the commencement of development (excluding Phase 0) a detailed surface water drainage scheme for the site, based on sustainable drainage principles has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is occupied. The scheme to be submitted shall:

1. Limit the discharge rate generated by all rainfall events up to and including the 1 in 100 year (plus an allowance for climate change) critical rain storm to the QBar Greenfield runoff rate of 4.0l/s/ha for the site in line with the approved greenfield runoff rate calculations (ref: 200912-PIN-XX-XX-RP-C-0001 (Appendix G), revision P07, dated 25th June 2024).
2. Provide drawings / plans illustrating the proposed sustainable surface water drainage scheme.
3. Provide detail drawings including cross sections, of proposed features such as overflows (to pass forward the regular flows up to the 1 in 1yr event to above-ground SuDS), attenuation features, and outfall structures.
4. Provide detailed, network level calculations demonstrating the performance of the proposed system.
5. Provide plans such as external levels plans, supporting the exceedance and overland flow routing provided to date.

REASON: To prevent the increased risk of flooding; to improve and protect water quality; and to improve habitat and amenity.

CONDITION 49:

Prior to occupation of a phase (excluding Phase 0), a Verification Report, for the installed flood risk mitigation measures (the bunds) and surface water drainage system, for that phase based on the approved Flood Risk Assessment (ref: 200912-PIN-XX-XX-RP-C-0001, revision P07, dated 25th June 2024) shall be provided by a suitably qualified independent drainage engineer and approved in writing by the Local Planning Authority. The details shall include:

1. Demonstration that any departure from the agreed design is in keeping with the approved principles;
2. As-Built Drawings and accompanying photos;
3. Results of any performance testing undertaken as a part of the application process (if required/necessary);
4. Copies of any Statutory Approvals, such as Land Drainage Consent for Discharges etc.; and
5. Confirmation that the system is free from defects, damage and foreign objects

REASON: To secure the satisfactory drainage of the site in accordance with the agreed strategy, the NPPF and Local Planning Policy.

CONDITION 50:

Prior to occupation of any phase (excluding Phase 0), a detailed, site specific maintenance plan for that phase shall be submitted to and approved in writing by the Local Planning Authority. Such maintenance plan must:

1. Provide the name of the party responsible, including contact name, address, email address and phone number;
2. Include plans showing the locations of features requiring maintenance and how these should be accessed;
3. Provide details on how surface water each relevant feature shall be maintained and managed for the life time of the development; and
4. Be of a nature to allow an operator, who has no prior knowledge of the scheme, to conduct the required routine maintenance.

The approved details shall be implemented in full and maintained in perpetuity.

REASON: To ensure the future maintenance of the sustainable drainage structures.

CONDITION 51:

Prior to the commencement of any phase (excluding Phase 0) drainage plans for the disposal foul sewage for that phase shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details before the development is first brought into use.

REASON: To ensure that the development is provided with a satisfactory means of drainage as well as reduce the risk of creating or exacerbating a flooding problem and to minimise the risk of pollution in accordance with Policy SDC5 of the Local Plan (2019).

CONDITION 52:

The development hereby permitted shall not be commenced in any phase (excluding Phase 0) until a scheme for the provision of adequate water supplies and fire hydrants for that phase, necessary for firefighting purposes at the site, has been submitted to and approved in writing by the Local Planning Authority. The development shall not then be occupied until the approved scheme has been implemented to the satisfaction of the Local Planning Authority.

REASON: In the interest of public safety from fire, to safeguard the living conditions of future occupiers and the protection of Emergency Fire Fighters in accordance with Policy SDC1 of the Local Plan (2019).

CONDITION 53:

Prior to first occupation of the relevant phase (excluding Phase 0), floodplain storage compensation shall be carried out in accordance with the details submitted, including Section 7.7 of the FRA titled "Flood Risk & Drainage Strategy Assessment Frasers Campus, Rugby, Warwickshire", reference "200912-PIN-XX-XX-RP-C-0001", revision P07 and dated 25th June 2024, and should be retained and maintained thereafter for the lifetime of the development, unless otherwise agreed in writing by the LPA, in consultation with the Environment Agency.

REASON: To minimise flood risk and enhance the flood regime of the local area in accordance with Policy SDC5 of the Local Plan (2019).

CONDITION 54:

Prior to first occupation of the the relevant phase (excluding Phase 0), the proposed flood bunds identified on plan titled 'Proposed Flood Bunds' drawing number: ALPHA-PIN-XX-XX-DR-C-0211 Rev P03' shall be constructed In accordance with the details set out in Section 7.8 of the FRA titled "Flood Risk & Drainage Strategy Assessment Frasers Campus, Rugby, Warwickshire", reference "200912-PIN-XX-XX-RP-C-0001", revision P07 and dated 25th June 2024, and should be retained and maintained thereafter for the lifetime of the development, unless otherwise agreed in writing by the LPA, in consultation with the Environment Agency.

REASON: To minimise flood risk and enhance the flood regime of the local area in accordance with Policy SDC5 of the Local Plan (2019).

CONDITION 55:

There shall be no new structures (including gates, walls and fences) within 6.6 metres of the top of bank of the Withy Brook, inside or along the boundary of the site-.

REASON: To prevent any impact on flood flows and flood risk elsewhere.

Warehouse

CONDITION 563:

The development hereby permitted shall be operated by the "**Campus Company**".

For the purposes of this condition and any other condition or informative within this decision notice the following terms shall be construed as:

"**Campus Company**" means a single Company, and any other body corporate which is:

- its holding company;
- its subsidiary;
- any other body corporate which is a subsidiary of that holding company;
- its parent undertaking;
- its subsidiary undertaking; or
- any other body corporate which is a subsidiary undertaking of that parent undertaking,

with such terms having the same definition as in the Companies Act 2006 (as may be amended from time to time).

"**Brand Partners**" means a company or organisation which the Campus Company has a collaboration arrangement in place with to promote products from time to time.

"**Suppliers**" means a company that supplies goods, materials or services to the Campus Company from time to time.

REASON: For the avoidance of doubt and to ensure that the development remains an integrated campus.

CONDITION 574:

The warehouse units hereby approved shall not be occupied other than by a Campus Company, Brand Partners, Suppliers or a body corporate which the Campus Company ~~or a Group Company~~ has a shareholding in.

REASON: To ensure that the development remains an integrated campus.

CONDITION 585:

The warehouse units hereby approved shall not be occupied until the HQ Office has been occupied.

REASON: To ensure that the development remains an integrated campus.

CONDITION 596:

Prior to the installation of any fixed plant machinery and ventilation equipment in any phase (excluding Phase 0) details of fixed plant machinery and ventilation equipment for that phase (which shall include maintenance and management) shall be submitted to and agreed in writing with the Local Planning Authority. The approved scheme shall be implemented in accordance with the agreed details before the premises within that phase are first brought into use and maintained in use thereafter.

REASON: To ensure the development does not have an adverse impact on the amenities of surrounding properties to accord with Policy SDC1 of the Local Plan (2019).

CONDITION 6057:

Where audible reversing alarms are fitted to any vehicle operated on site, these shall only be of the broadband (white noise) alarm type. This shall include any delivery vehicles and warehouse vehicles operated on site

REASON: In the interests of residential amenity and to ensure the details are acceptable to the Local Planning Authority in accordance with Policy SDC1 of the Local Plan (2019).

Main Town Centre Uses

CONDITION 6158:

The range of goods to be sold in the concept retail R&D floorspace (save for the food and beverage and / or convenience goods) shall be limited to products sold through the nationwide retail stores or online by the Campus Company.

REASON: To ensure that the campus remains integrated and that the main town centre use impact remains as assessed.

CONDITION 6259:

The concept retail R&D retail floorspace (including the sale of food and beverage and / or convenience goods) hereby approved shall not be opened for trade until the Unit 1 warehouse and the HQ office floorspace is occupied and operational.

REASON: To ensure the development remains an integrated campus.

CONDITION 630:

No more than 988 square metres (gross external area) and 790 square metres (net internal area) shall be used for convenience goods purposes together with the sale of ancillary comparison goods sales linked to the convenience-led offer and /or food and beverage use.

REASON: To ensure no adverse impact to other centres in relation to convenience retail.

CONDITION 644:

The concept R&D retail floorspace hereby approved shall be controlled as follows:

No more than 18,094 square metres (net internal area) concept R&D retail floorspace shall be used for comparison goods retailing of which up to 10,856 square metres (net internal area) can be used for fashion-led retailing.

REASON: To ensure the impact to other centres is as assessed in relation to retail.

CONDITION 652:

Prior to first occupation of the HQ Office, a plan identifying the "Supplier Hub" within the HQ Office shall be submitted to and approved in writing by the Local Planning Authority. The HQ Office (excluding the Supplier Hub) shall only be occupied by the Campus Company. The Supplier Hub shall only be occupied by the Campus Company, Brand Partners or Suppliers.

Details of the relationship between the Campus Company and Brand Partners or Suppliers (related to confirming their status) shall be made available for inspection within 5 working days of any request in writing from the Local Planning Authority.

REASON: To ensure that the development remains an integrated campus.

CONDITION 663:

The nursery, Food & Beverage floorspace and convenience retail shall be occupied and operational within three months of the occupation of the HQ Office.

REASON: In the interests of sustainability of the site.

CONDITION 674:

The group accommodation (Use Class sui generis) floorspace shall only be occupied by the Campus Company.

REASON: To ensure the campus remains integrated.

Auditorium

CONDITION 658:

The use of the auditorium hereby permitted within the Learning & Development Academy shall only be used by the Campus Company, Brand Partners, Suppliers or the local community (as per the terms of the Community Use Agreement which forms part of the s.106 agreement associated with this permission).

REASON: To ensure the campus remains integrated.

CONDITION 669:

The use of the auditorium hereby permitted within the Learning & Development Academy for events that seat in excess of 500 people shall be limited to a maximum of twelve times in any calendar year.

REASON: To ensure that there is limited adverse impact on the highway network in relation to events.

CONDITION 670:

Prior to the occupation of the auditorium hereby permitted within the Learning & Development Academy, an Event Management Plan, which sets out mitigation measures for attendees travelling to an event within peak traffic periods [and outlines parking management](#) (consistent with the Framework at Appendix G of the Transport Assessment Addendum), shall be submitted to approved by the Local Planning Authority. The approved Event Management Plan shall be implemented in full.

REASON: In the interests of highway capacity and safety.

CONDITION 7168:

There shall be no amplified music or events in the auditorium other than between 09:00-23:00 hours.

REASON: In the interests of residential amenity, to ensure the details are acceptable to the Local Planning Authority and to avoid significant adverse impacts in accordance with Policy SDC1 of the Local Plan (2019).

Sustainability

CONDITION 7269:

Within 6 months of practical completion of the individual buildings and/or groups of buildings being certified, evidence of BREEAM PCS (post-construction stage) certification shall be submitted to the Local Planning Authority demonstrating that BREEAM 'Outstanding' (against BREEAM V6.1) has been achieved.

REASON: To ensure energy efficiency is achieved through sustainable design and construction and to reduce carbon emissions in accordance with Policies SDC1 and SDC4 of the Local Plan (2019).

CONDITION 730:

Where gas is used for any space or water heating, the boilers shall be ultra-low NOx emission devices.

REASON: In the interests of air quality in accordance with Policy HS5 of the Local Plan (2019).

CONDITION 744:

Prior to the commencement of the development (other than Phase 0), so that it can be demonstrated that the development can achieve Net Zero Carbon for embodied and operational carbon (buildings only) an updated Whole Life Carbon Assessment shall be submitted to and approved in writing by the Local Planning Authority.

Net Zero Carbon verification of the buildings shall meet independent third-party quality assessment under UKGBC (Net Zero Carbon Buildings: A Framework Definition, April 2019; and related documentation) or other equivalent worldwide Net Zero Carbon standard being pursued.

Industry Approved carbon off-sets will subsequently be purchased within 6 months of the verification assessment being submitted to the Local Planning Authority that meet independent third-party quality assessment as part of Net Zero Carbon verification of the buildings under UKGBC or UK NZCBS or other similar worldwide Net Zero Carbon standard being pursued. Confirmation of purchased carbon off-sets shall be submitted to the Local Planning Authority.

REASON: To ensure energy efficiency is achieved through sustainable design and construction and to reduce carbon emissions in accordance with Policies SDC1 and SDC4 of the Local Plan (2019).

CONDITION 752:

Within six months of practical completion of the development, an as-built Whole Life Carbon Assessment for the embodied elements shall be submitted to the Local Planning Authority for approval to demonstrate that the levels set out in the updated Whole Life Carbon Assessment submitted under Condition 64 have been achieved.

REASON: To ensure energy efficiency is achieved through sustainable design and construction and to reduce carbon emissions in accordance with Policies SDC1 and SDC4 of the Local Plan (2019).

CONDITION 763:

In achieving Net Zero Carbon for operational carbon (buildings only), additional off-site power shall be sourced via green (renewable) power supply contracts, (aligned with the renewable energy procurement requirements of the Net Zero Carbon standard being pursued as per Condition 64), the details of which shall be submitted to and approved in writing to the Local Planning Authority once the buildings are first brought into use. details of which shall be submitted to and approved by the Local Planning Authority.

REASON: To reduce carbon emissions in accordance with Policies SDC1 and SDC4 of the Local Plan (2019).

CONDITION 774:

Prior to any development following the erection of the external frame of any warehouse within any phase, an assessment of the on-site solar panel provision shall be undertaken and submitted to and approved in writing by the Local Planning Authority. The assessment shall include:

1. Confirmation that the solar provision approved can adequately serve the development in its entirety
2. A review of the grid capacity to show if the national grid can take additional capacity from this development and the associated solar infrastructure required to facilitate this.
3. Floor plans and elevations to show additional solar provision on the warehousing roofs if additional provision is required relating to points 1 or 2 above.

The development shall be carried out in accordance with the approved solar provision assessment and the provision shall be maintained in perpetuity.

REASON: to ensure that the on-site provision will adequately serve the development in its entirety and to ensure that the maximum renewable capacity is achieved from the site in accordance with the sustainability aims of the development.

CONDITION 785:

Prior to the commencement of development within any phase (excluding Phase 0) full details for the provision of electronic communications infrastructure to serve the development in that phase, including full fibre broadband connections, shall be submitted to and approved in writing by the local planning authority. The development shall be implemented in accordance with the approved details and the infrastructure fully available prior to the occupation of each unit in that phase.

REASON: To ensure the provision of a high quality and reliable communications infrastructure network to serve the development to accord with paragraph 118 of the National Planning Policy Framework (2023) and Policy SDC9 of the Local Plan (2019).

CONDITION 796:

Prior to the commencement of development within any phase (excluding Phase 0) full details of the electric vehicle charging point locations for that phase (showing a minimum of 20% of spaces) shall be submitted to and approved in writing by the Local Planning Authority. The approved electric vehicle charging points associated with any building within that phase shall be provided prior to the buildings first being brought into use.

REASON: To encourage the use of electric vehicles in the interest of sustainability.

CONDITION 8077:

Prior to the commencement of development within any phase (excluding Phase 0) full details of the cabling to enable 100% electric vehicle charging provision across the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

REASON: To encourage the use of electric vehicles in the interest of sustainability.

Lighting**CONDITION 8178:**

Prior to commencement of any phase (excluding Phase 0) notwithstanding the submitted details, a lighting assessment for that phase shall be submitted to and approved in writing by the Local Planning Authority. This information shall include a layout plan with beam orientation and a schedule of equipment proposed in the design (luminaire type, mounting height, aiming angles and luminaire profiles). Any lighting assessment must include:

1. Calculation of both functional and obstructive light must consider the contributions and impacts of previous phases to provide for the cumulative effects.
2. The requirement for 'light levels' shall consist of illuminance calculations for each area, based upon the performance requirements identified within Drawing 16-17216-HLEA-XX-ZZ-SP-LD-708001 within ES18_V2_A18-2_Lighting_Design_Parametres_&_Exterior_Lighting_Design_Layout_Drawings. Justification for performance requirements at each should be provided. Calculations must demonstrate that areas are not overlit.
3. Identification of areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory;
4. Clearly demonstrate that the proposed lighting will not disturb or prevent bats using their territory or having access to their breeding sites and resting places.

5. Obtrusive light calculations based on day one conditions (maintenance factors applied for function).
6. If the phase includes floodlighting then the submitted lighting assessment must include; hours of operation, light levels, tilt/angle, off site light spillage, column heights, equipment design, layout plan with beam orientations and details of any mitigation measures.
7. Mitigation measures must be considered including but not limited to lighting control systems for external spaces and buildings to reduce light spill (e.g. motion detection lighting for car parks).

The lighting shall be installed, maintained and operated in accordance with the approved lighting assessment.

REASON: In the interests of residential amenity, to ensure the details are acceptable to the Local Planning Authority and to avoid significant adverse impacts in accordance with Policy SDC1 of the Local Plan (2019).

CONDITION [8279](#):

Lighting for the following features should not be externally illuminated after 22:00:

- Helipad
- Sports Pitches
- Retail Display Lighting and Signage
- HQ Office

Any lighting around these features which are proposed to be illuminated after 22:00, a plan, specification and justification statement shall be submitted to and approved in writing by the Local Planning Authority. The lighting shall be installed, maintained and operated in accordance with the approved details.

REASON: To reduce light spill from the development in the interests of residential amenity, to ensure the details are acceptable to the Local Planning Authority and to avoid significant adverse impacts in accordance with Policy SDC1 of the Local Plan (2019).

CONDITION [830](#):

The maximum Correlated Colour Temperature (CCT) for external lighting shall be 3000K in accordance with paragraph 18.5.11 of Appendix 18.3 of the Environmental Statement.

REASON: To reduce light spill from the development in the interests of residential amenity, to ensure the details are acceptable to the Local Planning Authority and to avoid significant adverse impacts in accordance with Policy SDC1 of the Local Plan (2019).

CONDITION [844](#):

All externally mounted luminaires shall not emit direct upward light when mounted in their final orientation.

REASON: To reduce light spill from the development in the interests of residential amenity, to ensure the details are acceptable to the Local Planning Authority and to avoid significant adverse impacts in accordance with Policy SDC1 of the Local Plan (2019).

Permitted Development Removal

CONDITION 852:

Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) there shall be no change of use permitted from the approved use classes to a different use class of The Town and Country Planning (Use Classes) Order 1987 (as amended).

REASON: In the interests of sustainable development, economic growth, protection of employment land, traffic movements and highway safety in accordance with Policies SDC1, SDC4, ED1, ED3 and D2 of the Local Plan (2019).

CONDITION 863:

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no plant, equipment or development/extension shall be installed/undertaken that would increase the overall height of the buildings hereby permitted.

REASON: In the interests of visual amenity and landscape impact in accordance with Policies SDC2 and NE3 of the Local Plan (2019).

Highways

CONDITION 874:

No part of the development shall be occupied or brought into use until the roads, footways and cycleways serving that part of the development have been laid out and completed in accordance with approved details.

REASON: To ensure the details of the development are acceptable to the Local Planning Authority in the interests of providing a safe means of access to the development.

CONDITION 858:

Prior to occupation of the development in any phase (except for Phase 0) hereby permitted, an Operational Management Plan (OMP) for that phase shall be submitted to and approved in writing by the Local Planning Authority. The OMP shall be consistent with the Framework Operational Management Plan at Appendix D of the Transport Assessment Addendum and include ~~measures for~~:

- Measures for monitoring traffic associated with the proposed development at peak periods, to show that the development is being managed as proposed.
- Warehouse Shift Patterns.
- Reference to the agreed peak period trips noting that these are to be monitored as part of the Travel Plan.
- Monitoring provisions for the submitted Freight Management Plan for a 10-year period (alongside the Travel Plan)

The development shall not be carried out other than in accordance with the approved Operational Management Plan.

REASON: In the interests of highway safety and traffic flows.

CONDITION 896:

No part of the development hereby approved shall be occupied until a Freight Management Plan has been submitted to and approved in writing by the Local Planning Authority. The details and measures contained in the Freight Management Plan shall include the establishment of a Transport Steering Group which shall monitor and manage the Freight Management Plan in perpetuity. It shall further stipulate a routing agreement for freight traffic and the use of ANPR Counters (or similar technology) and that no HGV traffic generated by development within the application site shall use vehicular access point onto B4029. [Monitoring provisions for the submitted Freight Management Plan for a 10-year period \(alongside the Travel Plan\) from occupation shall also be included.](#) The development hereby approved shall not be occupied until the approved measures have been implemented in full. The approved and implemented measures shall then be retained in perpetuity.

REASON: In the interests of residential amenity, air quality, highway safety and traffic flows.

CONDITION 9087:

Prior to occupation of the development in any phase (except ~~excluding~~ for Phase 0) hereby permitted a Delivery and Servicing Plan for that phase shall be submitted to and approved in writing by the Local Planning Authority. The plan shall be consistent with the Framework Delivery and Servicing Plan at Appendix E of the Transport Assessment Addendum. [It shall include the monitoring provisions for the submitted Freight Management Plan for a 10-year period \(alongside the Travel Plan\) from occupation.](#) The development shall not be carried out other than in accordance with the approved Delivery and Servicing Plan.

REASON: In the interests of residential amenity, air quality, highway safety and traffic flows.

CONDITION 9188:

Prior to occupation of the development in any phase (except ~~excluding~~ for Phase 0) hereby permitted a Car Park Management Plan for that phase shall be submitted to and approved in writing by the Local Planning Authority. The plan shall be consistent with the Framework Car Park Management Plan at Appendix F of the Transport Assessment Addendum. [It shall include the monitoring provisions for the submitted Freight Management Plan for a 10-year period \(alongside the Travel Plan\) from occupation.](#) The development shall not be carried out other than in accordance with the approved Car Park Management Plan.

REASON: To ensure there is sufficient parking provision on the site and that there is not an adverse impact on Ansty in the interests of residential amenity, highway safety and traffic flows.

CONDITION 9289:

No building within any phase shall be occupied until an On-Street Parking Assessment (OSPA) has been submitted to and approved in writing by the Local Planning Authority. The OSPA shall define a geographical area for assessment which shall include Ansty village. It shall further detail an appropriate methodology for an on-street parking survey which must be carried out prior to the occupation of any building hereby approved. It shall then set out timescales for carrying out and submitting further parking surveys and Post-Occupation On-Street Parking Assessments (POOSPAs) to the Local Planning Authority for approval in writing. The POOSPAs shall compare the results of the pre-occupation and post-occupation car parking surveys. They shall further set out appropriate mitigation measures in the event that any issues caused by on-street parking are identified post-occupation of the development.

REASON: To ensure there is sufficient parking provision on the site and that there is not an adverse impact on Ansty in the interests of residential amenity, highway safety and traffic flows.

CONDITION 930:

No development shall commence ([excluding for Phase 0](#)) until evidence demonstrating that a valid application to enter into a Section 278 Highway Works Agreement for the eastern site access (onto Hinckley Road B4065) and western site access (onto B4029) has been received and accepted by Warwickshire County Council has been submitted to and approved in writing by the Local Planning Authority. No part of the development hereby approved shall be occupied ([excluding Phase 0](#)) until the eastern site access (onto Hinckley Road B4065) and western site access (onto B4029) have been provided in accordance with the plans listed in condition 2.

REASON: In the interests of highway safety and traffic flows.

CONDITION 944:

No development shall commence ([excluding for Phase 0](#)) until an Active Travel Scheme (ATS) has been submitted to and approved in writing by the Local Planning Authority. The ATS shall set out details of all of off-site walking and cycling infrastructure including the exact route and alignment (including plans to a suitable scale), dimensions, levels, ramps, drainage, construction specification (including cross-section plans), materials, highway crossings, signage, lighting, any boundary treatments (including any bridge parapets) and CCTV provision (where feasible and deliverable). [The ATS shall include as a minimum:](#)

- [Cycle and pedestrian link from the site to the southern side of Central Boulevard, via the M6 overbridge and improved Public Right of Way](#)
- [Links from the southern side of Central Boulevard to the commencement of the Binley Cycleway on Clifford Bridge Road](#)
- [Links from the site into Ansty](#)
- [Links from primary access to M6 Junction 2 along Hinckley Roads, improvements at the M6 Junction 2, and into Coventry](#)

Where ATS works are required on the highway network, evidence demonstrating that a valid application to enter into a Section 278 Highway Works Agreement has been received and accepted by the relevant Highway Authority for that area (in accordance with timescales to first be agreed in writing by the Local Planning Authority) shall be submitted to and approved in writing by the Local Planning Authority. No part of the development hereby approved shall be occupied until the ATS has been provided in accordance with the approved details, is fully operational and (where relevant) a Section 278 Certificate of Substantial Completion has been issued (evidence of which shall be submitted to the Local Planning Authority upon receipt [and approved in writing](#)).

REASON: In the interests of sustainability, highway safety, traffic flows and air quality and reducing carbon emissions.

CONDITION 952:

No part of the development hereby approved shall be occupied until full details of the Mobility Hub Operations (MHO) have been submitted to and approved in writing by the Local Planning Authority. The MHO shall provide full details of what will be provided within the Mobility Hub, who will operate and manage the Mobility Hub, opening hours for the Mobility Hub and timescales for the delivery of the Mobility Hub. The Mobility Hub shall be provided and made available for use in accordance with the approved timescales and details. It shall thereafter be retained and operated as a Mobility Hub in accordance with the approved details in perpetuity.

REASON: In the interests of promoting sustainable transport measures, traffic flows, air quality and reducing carbon emissions.

CONDITION 936:

No development shall commence ([excluding for phase 0](#)) until full details of an A4600/Brade Avenue/Wigston Road mitigation scheme ~~and A4600/Hall Lane/Woodway Lane mitigation scheme have~~[has](#) been submitted to and approved in writing by the Local Planning Authority. No development shall commence until evidence demonstrating that a valid application to enter into Section 278 Highway Works Agreements for these mitigation schemes has been received and accepted by the relevant Highway Authority for that area (in accordance with timescales to first be agreed in writing by the Local Planning Authority) has been submitted to and approved in writing by the Local Planning Authority. No part of the development hereby approved shall be occupied until the A4600/Brade Avenue/Wigston Road mitigation scheme ~~and A4600/Hall Lane/Woodway Lane mitigation scheme have~~[has](#) been provided in accordance with the approved details and a Section 278 Certificate of Substantial Completion has been issued (evidence of which shall be submitted to the Local Planning Authority upon receipt [in writing](#)).

REASON: In the interests of highway safety and traffic flows.

CONDITION 974:

No part of the development hereby approved shall be occupied until the National Highways A46 Walsgrave Junction (B4082 / Coventry Eastern Bypass (A46) roundabout) improvement works (detailed at <https://nationalhighways.co.uk/our-roads/west-midlands/a46-coventry-junctions-upgrade/>) are completed and fully operational.

REASON: In the interests of highway safety and traffic flows.

CONDITION 985:

No building hereby approved shall be occupied until a sustainable travel pack has first been provided to each employee prior to the occupation of that building.

REASON: In the interests of promoting sustainable transport measures, traffic flows, air quality and reducing carbon emissions.

CONDITION 996:

No development shall commence ([excluding for Phase 0](#)) until a Highway Surface Condition Assessment (HSCA) has been submitted to and approved in writing by the Local Planning Authority. The HSCA shall define a geographical area for assessment which shall include Ansty village. It shall further detail an appropriate methodology for surveying the condition of the highway surface carriageway. It shall then set out timescales for carrying out and submitting a Post-Occupation Highway Surface Condition Assessment (POHSCA) to the Local Planning Authority for approval in writing. The POHSCA shall compare the results of the pre-occupation and post-occupation highway surface carriageway. It shall further set out appropriate mitigation measures to repair any damage identified to the highway surface carriageway that is reasonably attributable to construction of the proposed development.

REASON: In the interests of highway safety.

CONDITION 10097:

No occupation in any phase (excluding Phase 0), unless a public rights of way improvements scheme, for improvements to the Public Right of Way from within the application site over the M6 overbridge to the public highway on Central Boulevard, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include, but is not limited to, alignment, construction details, lighting, drainage, levels, layout and materials. The approved scheme shall be implemented in full prior to occupation of the permitted development and retained in perpetuity. REASON: To ensure sustainable access to the development.

CONDITION 101:

No development shall commence (excluding for phase 0) until full details of an A4600/Hall Lane/Woodway Lane mitigation scheme have been submitted to and approved in writing by the Local Planning Authority. No development shall commence until evidence demonstrating that an agreement is in place with the relevant Highway Authority to amend the signal timing arrangements (or similar proposed mitigation) for A4600/Hall Lane/Woodway Lane junction (in accordance with timescales to first be agreed in writing by the Local Planning Authority) has been submitted to and approved in writing by the Local Planning Authority. No part of the development hereby approved shall be occupied until the A4600/Hall Lane/Woodway Lane mitigation scheme has been provided in accordance with the approved details (evidence of which shall be submitted to the Local Planning Authority upon receipt in writing).

REASON: In the interests of highway safety and traffic flows.

CONDITION 102:

No development shall commence (excluding for phase 0) until full details of an A4600 Ansty Road/Sewall Highway/Hipswell Highway mitigation scheme have been submitted to and approved in writing by the Local Planning Authority. No development shall commence until evidence demonstrating that an agreement is in place with the relevant Highway Authority to amend the signal timing arrangements (or similar proposed mitigation) for A4600/Hall Lane/Woodway Lane junction (in accordance with timescales to first be agreed in writing by the Local Planning Authority) has been submitted to and approved in writing by the Local Planning Authority. No part of the development hereby approved shall be occupied until the A4600 Ansty Road/Sewall Highway/Hipswell Highway mitigation scheme has been provided in accordance with the approved details (evidence of which shall be submitted to the Local Planning Authority upon receipt in writing).

REASON: In the interests of highway safety and traffic flows.

CONDITION 103:

No development shall commence (excluding for Phase 0) until a Traffic Calming Scheme (TCS) has been submitted to and approved in writing by the Local Planning Authority. The TCS shall set out details of all traffic calming measures to be implemented in Ansty and Shilton including plans to a suitable scale, dimensions, levels, ramps, drainage, construction specification (including cross-section plans), materials, highway crossings, signage, lighting and any boundary treatments (including any bridge parapets).

Where TCS works are required on the highway network, evidence demonstrating that a valid application to enter into a Section 278 Highway Works Agreement has been received and accepted by the relevant Highway Authority for that area (in accordance with timescales to first be agreed in writing by the Local Planning Authority) shall be submitted to and approved in writing

by the Local Planning Authority. No part of the development hereby approved shall be occupied until the TCS has been provided in accordance with the approved details, is fully operational and (where relevant) a Section 278 Certificate of Substantial Completion has been issued (evidence of which shall be submitted to the Local Planning Authority upon receipt and approved in writing).

CONDITION 104:

No development shall commence (excluding for phase 0) until full details of an A4600 Ansty Road/Arch Road/Wyken Croft mitigation scheme (in accordance with drg no: 195061/PD69 or a similar scheme) has been submitted to and approved in writing by the Local Planning Authority. No development shall commence until evidence demonstrating that a valid application to enter into Section 278 Highway Works Agreements for this mitigation scheme has been received and accepted by the relevant Highway Authority for that area (in accordance with timescales to first be agreed in writing by the Local Planning Authority) has been submitted to and approved in writing by the Local Planning Authority. No part of the development hereby approved shall be occupied until the A4600 Ansty Road/Arch Road/Wyken Croft mitigation scheme has been provided in accordance with the approved details and a Section 278 Certificate of Substantial Completion has been issued (evidence of which shall be submitted to the Local Planning Authority upon receipt in writing).

REASON: In the interests of highway safety and traffic flows.

CONDITION 105:

No development shall commence (excluding for phase 0) until full details of an A4600/ Parkway/Eden Road Roundabout mitigation scheme (in accordance with drg no: 195061A/PD68 or a similar scheme) has been submitted to and approved in writing by the Local Planning Authority. No development shall commence until evidence demonstrating that a valid application to enter into Section 278 Highway Works Agreements for this mitigation scheme has been received and accepted by the relevant Highway Authority for that area (in accordance with timescales to first be agreed in writing by the Local Planning Authority) has been submitted to and approved in writing by the Local Planning Authority. No part of the development hereby approved shall be occupied until the A4600/ Parkway/Eden Road Roundabout mitigation scheme has been provided in accordance with the approved details and a Section 278 Certificate of Substantial Completion has been issued (evidence of which shall be submitted to the Local Planning Authority upon receipt in writing).

REASON: In the interests of highway safety and traffic flows.

CONDITION 106:

No development shall commence (excluding for phase 0) until full details of an A4600 Hinckley Road/ Wigston Road/ Brade Drive Roundabout mitigation scheme (in accordance with drg no: 195061/PD61 or a similar scheme) has been submitted to and approved in writing by the Local Planning Authority. No development shall commence until evidence demonstrating that a valid application to enter into Section 278 Highway Works Agreements for this mitigation scheme has

been received and accepted by the relevant Highway Authority for that area (in accordance with timescales to first be agreed in writing by the Local Planning Authority) has been submitted to and approved in writing by the Local Planning Authority. No part of the development hereby approved shall be occupied until the A4600 Hinckley Road/ Wigston Road/ Brade Drive Roundabout mitigation scheme has been provided in accordance with the approved details and a Section 278 Certificate of Substantial Completion has been issued (evidence of which shall be submitted to the Local Planning Authority upon receipt in writing).

REASON: In the interests of highway safety and traffic flows.

CONDITION 107:

Prior to the commencement of development, excluding Phase 0, an improvement scheme for M6 Junction 2 of the same scale as the scheme as that shown on Drg no: 195061_PD41 Rev B, Drg no: 195061_PD62 and Drg no: IDP-19-486-1052 Rev C together with a programme for implementation of the improvement scheme will be submitted to and approved in writing by the Local Planning Authority in consultation with National Highways. The approved improvement scheme will then be implemented in accordance with the approved programme. No part of the development hereby approved shall be occupied until the improvement scheme for M6 Junction 2 has been provided in accordance with the approved details.

REASON: In the interests of highway safety and traffic flows.

CONDITION 108:

Prior to the commencement of development, excluding Phase 0, an improvement at M69 Junction 1 that is commensurate with the level of traffic associated with the proposed development at the junction together with a programme for implementation of the improvement scheme will be submitted to and approved in writing by the Local Planning Authority in consultation with National Highways. The approved improvement scheme will then be implemented in accordance with the approved programme for implementation. No part of the development hereby approved shall be occupied until the improvement scheme for M69 Junction 1 has been provided in accordance with the approved details. Further reviews of the traffic signal timings shall be undertaken at 6 months and 24 months following the first occupation of the development hereby approved. The methodology for undertaking the reviews shall first be submitted to and agreed in writing with the Local Planning Authority in consultation with National Highways prior to this being carried out. An M69J1 Traffic Signal Timing Review Assessment (M69J1 TSTRA), including any necessary mitigation and changes to the traffic signal timings, and a timetable for implementing this, shall be submitted to and agreed in writing with the Local Planning Authority in consultation with National Highways within 1 month of the review being carried out. Any necessary mitigation and changes to the traffic signal timings approved with the M69J1 TSTRA shall then be carried out in accordance with the agreed timetable.

REASON: In the interests of highway safety and traffic flows.

CONDITION 109:

No occupation in any phase (excluding Phase 0), unless a bus stop and taxi interchange scheme, as identified in Figure 4.8 within Appendix M of the Transport Assessment Addendum, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include, but is not limited to:

- Provision of a raised bus boarding / hard-standing area with specialised paving;
- Provision of bus stop clearway box markings on the carriageway;
- Provision of a bus stop pole (including a bus flag and timetable case attached);
- Provision of a large bus shelter, i.e. a 4-bay Cantilever specification; and
- Provision of Real Time Information.

The approved scheme shall be implemented in full prior to occupation of the permitted development and retained in perpetuity.

REASON: To ensure sustainable access to the development.

CONDITION 110:

Prior to commencement (excluding Phase 0) a geotechnical assessment of the site adjacent to the Strategic Road Network (M6 and M69) in accordance with DMRB Standard CD 622 "Managing Geotechnical Risk" is to be submitted to and approved in writing by the Local Planning Authority. The assessment must include cross sections indicating existing and proposed levels along the National Highways boundary, information relating to all construction and other treatments close to the boundary and an implementation timeline. The approved details shall be implemented in full in accordance with the approved timeline.

REASON: To ensure the proposals do not pose a geotechnical risk to the Strategic Road Network.

INFORMATIVES

INFORMATIVE 1:

In relation to Condition 29 (LEMP) any vegetation clearance should be undertaken outside the bird nesting season (March – August, inclusive). If this is not possible, an ecologist will make a check of any suitable breeding habitat prior to its clearance, with suitable stand-offs (as determined by the ecologist) retained around any active nests until dependant young have fledged. This therefore needs to be considered in any submitted plan.

INFORMATIVE 2:

In relation to all landscaping conditions, the proposed tree planting specification shall include details of the quantity, size, species, position and the proposed time of planting of all trees to be planted, together with an indication of how they integrate with the proposal in the long term with regard to their mature size and anticipated routine maintenance. In addition, all shrubs and hedges to be planted that are intended to achieve a significant size and presence in the landscape should be similarly specified.

INFORMATIVE 3:

This planning permission is subject to pre-commencement conditions which require details/drawings to be submitted to and approved in writing by the Local Planning Authority before ANY development may lawfully commence. Any development commenced in breach of these pre-commencement conditions will be unauthorised, a breach of planning control, and liable to immediate Enforcement and Stop Notice action.

INFORMATIVE 4:

The applicant/developer is advised that the development will need to comply with Approved Document B, Volume 2, Section B5 - Access and Facilities for the Fire Service. Full details including the positioning of access roads relative to buildings, the arrangement of turning circles and hammer heads etc regarding this can be found at: www.warwickshire.gov.uk/fireguidancecommercialdomesticplanning

Where compliance cannot be met, the applicant/developer will need to provide details of alternative measures intended to be put in place. Please also note The Warwickshire County Council Guide 2001, Transport and Roads for Developments, Section 5.18, Access for Emergency Vehicles. In addition, Warwickshire Fire and Rescue Authority fully endorse and support the fitting of sprinkler installations, in accordance with the relevant clauses of BS EN 12845 : 2004, associated Technical Bulletins, and or to the relevant clauses of British Standard 9251: 2014, for residential premises.

INFORMATIVE 5:

Pursuant to Section 149 and 151 of the Highways Act 1980, the applicant/developer must take all necessary action to ensure that mud or other extraneous material is not carried out of the site and deposited on the public highway. Should such deposits occur, it is the applicant's/developer's responsibility to ensure that all reasonable steps (e.g. street sweeping) are taken to maintain the roads in the vicinity of the site to a satisfactory level of cleanliness.

INFORMATIVE 6:

Public rights of way should remain open and available for public use at all times unless closed by legal order and should not be obstructed by parked vehicles or by materials during any works. Any damage to the surface of any public right of way caused during the works should be made good. If it is proposed to temporarily close any public right of way during the works then an application for a Traffic Regulation Order must be made to Warwickshire County Council's (WCC) Rights of Way Team well in advance. Any disturbance or alteration to the surface of any public right of way requires the prior authorisation of WCC Right's of Way Team, as does the installation of any new gate or other structure on the public right of way.

INFORMATIVE 7:

This development is subject to a s106 legal agreement.

INFORMATIVE 8:

In relation to the drainage conditions, the strategy should be treated as a minimum at this stage of the design. Further consideration should be given during the next stage of the design to incorporate additional, localised source control SuDS such as green roofs, rain-gardens and tree pits as part of a 'SuDS management train' approach to provide water quality, amenity and bio-diversity benefits and increase the resilience within the design. Reference is also made to our

Flood Risk Guidance for Development (updated June 2023) with more details and examples of SuDS which can be incorporated at later stages of design.

At the 'discharge of condition' stage proposals for surface water drainage should be approaching a level of detail suitable for tender or construction. Documentation should show the drainage scheme including SuDS features, specific details (e.g. standard details or cross sections) and demonstrate the performance and of the system through calculations and exceedance management respectively. Such scheme should be in line with the original planning application/permission and where significant changes are made, justification should be provided.

INFORMATIVE 9:

Ordinary Watercourse Land Drainage Consent (Advisory)

The developer they will need to apply for ordinary watercourse consent to move the alignment of the watercourse, for any culverts crossing watercourses within the site and any outfalls. Please note that land drainage consent must be granted upfront as it cannot be granted retrospectively and to this end, we have provided some pre-emptive comments from a land drainage consent perspective:

Culverts

- It is understood the ten culverts are proposed as 1.5m dia. Supporting evidence (such as from the hydraulic modelling) will be required demonstrating that they are all sized appropriately to convey the full channel capacity of the various watercourses.
- Plan and cross sections drawings of the culverts. All culverts should be sunk 150mm below bed level to ensure a natural bed is present throughout the length of the culverts.
- Confirmation over the detail being utilised for the headwall structures at the inlet and outlet of the culverts.
- Culverts should not be excessively long and would only ideally be accepted if circa 4 to 5 meters longer than the width of the road they will be facilitating. If there is a reason as to why they should be longer this should be provided for consideration
- Method statement outlining how the culverts will be installed such as how will flows be managed during the installation works.

Diversion

- A plan showing the existing line of the watercourse pre-diversion.
- Engineering plans and cross sections of the new watercourse channel profile; the LLFA wouldn't expect side slopes to be any greater than 1 in 3.
- Its see the diverted central watercourse and the eastern watercourse will be very close together in the area from culverts 7 and 8 and further downstream. Will there be sufficient space around both watercourses to carry out maintenance activities on both the watercourses and culverts.
- Method statement outlining how the diversion works will take place and what will happen with existing flows during the works.

Outfall structures

- Will require details of the headwalls including cross sections of how they will fit into the watercourse; any outfalls should be positioned at 45 degrees to the direction of flow to minimise scour undermining the structure over time.
- Method statement outlining how the outfalls will be installed.

INFORMATIVE 10:

In relation to condition 50 the following should be considered. The numbering below matches the specific numbered points within the condition. The scheme to be submitted shall:

2a. The strategy agreed to date may be treated as a minimum and further source control SuDS should be considered during the detailed design stages as part of a 'SuDS management train' approach to provide additional benefits and resilience within the design.

2b. The strategy agreed to date shows the conceptual representation of attenuation features. These should be drawn and modelled in detail as the strategy progress through to scheme design.

3. These should be feature-specific demonstrating that such the surface water drainage system(s) are designed in accordance with 'The SuDS Manual', CIRIA Report C753.

4. This should include:

a. Suitable representation of the proposed drainage scheme, details of design criteria used (incl. consideration of a surcharged outfall), and justification of such criteria where relevant.

b. Simulation of the network for a range of durations and return periods including the 1 in 2 year, 1 in 30 year and 1 in 100 year plus 40% climate change events

c. Results should demonstrate the performance of the drainage scheme including attenuation storage, flows in line with agreed discharge rates, potential flood volumes and network status. Results should be provided as a summary for each return period.

d. Evidence should be supported by a suitably labelled plan/schematic (including contributing areas) to allow suitable cross checking of calculations and the proposals.

5. Such overland flow routing should:

a. Demonstrate how runoff will be directed through the development without exposing properties to flood risk.

b. Consider property finished floor levels and thresholds in relation to exceedance flows. The LLFA recommend FFLs are set to a minimum of 150mm above surrounding ground levels.

c. Recognise that exceedance can occur during any storm event due to a number of factors therefore exceedance management should not rely on calculations demonstrating no flooding.

INFORMATIVE 11:

Table referred to in Condition 39:

Table 3: Building Services and Building Envelope Breakout Sound Criteria

Period	LOAEL	SOAEL
Daytime (0700-2300hrs)	Background sound level, $L_{A90,T} - 10$ dB (with consideration of context)	Background sound level, $L_{A90,T} + 10$ dB (with consideration of context)
Night-time (2300-0700hrs)		

INFORMATIVE 12:

Table referred to in Condition 40:

Table 5: Environmental Sound Criteria for Building Services and Building Envelope Breakout Sound

Receptor	ESC Daytime $L_{A_r,Tr}$ (dB)	ESC Night-time $L_{A_r,Tr}$ (dB)
R1	45	41
R2	41	36
R3	41	36
R4	41	36
R5	41	36
R6	41	36
R7	41	36
R8	41	36

INFORMATIVE 13:

Table referred to in Condition 41:

Table 12: Environmental Sound Criteria for Noise from On-site Vehicle Movements

Receptor	Representative Measurement Location	ESC Daytime $L_{A_r,Tr}$ (dB)	ESC Night-time $L_{A_r,Tr}$ (dB)
R1	LT2	55	51
R2	LT3	51	46

INFORMATIVE 14:

Table referred to in Condition 42:

Table 16: L_{AFmax} Thresholds of Potential Effect

Period	LOAEL	SOAEL	UAEL
Night-time (2300-0700hrs)	60 dB L_{AFmax} not normally more than 10 times a night, outside of a bedroom	70 dB L_{AFmax} not normally more than 10 times a night, outside of a bedroom	80 dB L_{AFmax} not normally more than 20 times a night, outside of a bedroom

INFORMATIVE 15:

Table referred to in Condition 43:

Table 19: Amplified Music/Event Noise Criteria

Period	LOAEL
Daytime (0700-2300hrs)	MNL not exceeding Background Sound Level ($L_{A50,15mins}$) by more than 5 dB(A) over a 15-minute period AND MNL in the 63 Hz and 125 Hz not exceeding 50 dB L_{eq} over a 15-minute period
Night-time (2300-0700hrs)	MNL inaudible within NSRs with windows open at any octave band frequency

INFORMATIVE 16:

Warwickshire County Council Highways has advised that the developer must enter into Highway Works Agreements made under the provisions of Section 278 of the Highways Act 1980 for the purposes of completing the works.

In terms of design guidance this is carried out in conjunction with the County Road Construction Strategy 2022 on our website as referred to on the opening page. Please see below link: <https://api.warwickshire.gov.uk/documents/WCCC-770-261>

The developer should note that feasibility drawings of works to be carried out within the limits of the public highway which may be approved by the grant of this planning permission should not be construed as drawings approved by the Highway Authority, but they should be considered as drawings indicating the principles of the works on which more detailed drawings shall be based for the purposes of completing an agreement under Section 278.

An application to enter into a Section 278 Highway Works Agreement should be made to the Planning & Development Group, Communities Group, Warwickshire County Council, Shire Hall Post Room, Warwick, CV34 4SX or by email to: s38admin@warwickshire.gov.uk

In accordance with Traffic Management Act 2004 it is necessary for all works in the Highway to be noticed and carried out in accordance with the requirements of the New Roads and Streetworks Act 1991 and all relevant Codes of Practice. Before commencing any Highway works the developer must familiarise themselves with the notice requirements, failure to do so could lead to prosecution.

Applications should be made to the Street Works Manager, Budbrooke Depot, Old Budbrooke Road, Warwick, CV35 7DP or by email to: streetworks@warwickshire.gov.uk

For works lasting ten days or less, ten days notice will be required. For works lasting longer than 10 days, three months notice will be required.

The developer will be required to defray all the County Council's administration, legal, design, technical approval, safety audit, inspection of works costs etc., whenever applicable in respect of any applications to enter into Highway Works Agreements, or for the issue of licences or similar actions.

The County Council will not be held liable for any delays in the execution of any works carried out under the provisions of any Highway Works Agreement, or issue of any licence or similar action, which may be incurred as a result of the developers failure to make an application for such an agreement/ licence sufficiently in advance of the works requiring to be executed, or for any delays which may be incurred as a result of service or plant alterations required by the public utility companies.

Prior to commencement of development, the applicant is required enter into an agreement with the Highway Authority under Section 59 of the Highways Act 1980. Prior to works taking place on site and following completion of the development, a joint survey shall be undertaken with the County's Locality Officer to agree the condition of the public highway. Should the public highway be damaged or affected as a consequence of the works being undertaken during the development of the site, the developer will be required to undertake work to remediate this damage as agreed with the Locality Officer.

STATEMENT OF POSITIVE ENGAGEMENT:

In dealing with this application Rugby Borough Council has actively sought to work with the applicant in a positive and proactive manner, in accordance with paragraph 38 of the NPPF.

DRAFT