



Appeal Decision

Hearing (Virtual) Held on 16 March 2021

Site visit made on 17 March 2021

by Jonathon Parsons MSc BSc(Hons) DipTP Cert(Urb) MRTPI

an Inspector appointed by the Secretary of State

Decision date: 19th July 2021

Appeal Ref: APP/U4610/W/20/3247336

Sunburn Autos, Judds Lane, Coventry CV6 6AQ

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Rowley Construction & Property Services Limited (c/o Cryfield Investments) against the decision of Coventry City Council.
 - The application Ref FUL/2019/2191, dated 12 August 2019, was refused by notice dated 27 November 2019.
 - The development proposed is the redevelopment of the site to provide a mixed-use scheme comprising a hotel along with a drive-thru restaurant, car parking spaces and associated vehicular access and landscaping.
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Decision

1. The appeal is allowed and planning permission is granted for the redevelopment of the site to provide a mixed-use scheme comprising a hotel along with a drive-thru restaurant, car parking spaces and associated vehicular access and landscaping at Sunburn Autos, Judds Lane, Coventry CV6 6AQ in accordance with the terms of the application, Ref FUL/2019/2191, dated 12 August 2019, subject to the following conditions on the attached Schedule A.

Procedural Matters

2. The Council's reason for refusal 3(c) indicated that it had not been demonstrated that the proposed hotel and restaurant would be compatible with nearby established industrial uses, having regard to waste management facilities, based on odour, noise, dust and pest impacts. At the hearing, the Council stated that it would not defend that part of the reason for refusal relating to odour. The appellant has detailed compelling evidence, including odour controls within Environment Agency permits for these facilities, which indicates that odour impacts would not be significant. On this basis, odour impact from these facilities upon the proposed uses would be acceptable.
3. The Health and Safety Executive (HSE) advised against the granting of planning permission for the development unless a hazardous substances consent (HSC) for the nearby former Foleshill Gasholder Station site was revoked. Main parties' views, on whether such a condition could be imposed, taking into account the relevant tests of the National Planning Policy Framework (the Framework), have been taken into account in this decision.

Application for costs

4. At the hearing an application for costs was made by Rowley Construction & Property Services Limited (c/o Cryfield Investments) against Coventry City Council. This application is the subject of a separate Decision.

Main Issues

5. The main issues are the effects of the proposal on (a) the vitality and viability of existing centres, having regard to a sequential test (ST) and impact test (IT) assessments, (b) the viability and deliverability of surrounding employment provision, having regard to the compatibility of the hotel and restaurant uses in relation to noise, dust and pest infestation from surrounding industrial uses, including waste management facilities, (c) the safety of users and the free flow of traffic on surrounding highways and (d) the former Foleshill Gasholder Station, having regard to a HSC.

Reasons

Vitality and viability

6. The appeal site comprises a vehicle breakers yard at the corner of Judds Lane and Rowley's Green Lane within an industrial estate. An expansive car parking area lies opposite the site which serves a multi-purpose visitor facility known as the Ricoh Arena. The site lies approximately 400m from Arena Park Major District Centre (APMDC), and approximately 4km from Coventry City Centre.
7. Policy R3 of the Coventry City Council Local Plan (LP) 2016 details a network of designated centres consisting of Major District Centres, District Centres and Local Centres which the Council will designate, enhance, maintain and protect.
8. Under LP Policy R4, proposals for retail and other main town centre uses, such as hotels and restaurants, will not be permitted in out of centre locations unless they satisfy a ST and, given the overall floorspace proposed here, an IT. The policy further states that catchment areas for both will be considered on a case by case basis to reflect the specific proposals being considered. LP Policy R6 states restaurant outlets will normally be discouraged outside of defined centres. LP Policies JE1 and JE6 states that proposals for development within the city centre or on sites at or adjacent to the Ricoh Arena, which would contribute towards the city's role as a tourist destination, will be supported subject to compatibility with other plan policies.
9. The hotel would provide visitor accommodation who wish to see numerous sports/music events and exhibitions held at the Ricoh Arena in the northern part of Coventry. It would also serve a stop-off need for travellers using the M6 and the A444, and the Coventry Arena train station in this part of the city in a location with a concentration of facilities. A city centre or other centre hotel location would require customers to incur a significant detour by road or public transport given the extent of the Coventry conurbation. Hotel provision here is further supported by the LP's economy and employment strategy Policies JE1 and JE6 which supports tourism/visitor related development for the Ricoh Arena. Therefore, the hotel would have specific locational needs restricting the ST catchment area to the APMDC.
10. For the APMDC, main parties have agreed the sites to be considered under the appellant's ST. As agreed by parties, potential centre sites and edge of centre

sites (known as the 'Leisure' and 'Football Field' sites) for the APMDC can be discounted because of non-availability and/or unsuitability. For the out of centre 'Car Park C' site, there is a recent planning permission for a large hotel for a specific provider which leaves no land available for a further hotel. At Rowley Green Working Men's Club, any hotel would be sited further away from the APMDC than the appeal site and therefore, it would not be sequentially preferable. No other sites have been identified as realistic alternatives.

11. A well-known fast food operator would operate the restaurant who has no presence in this part of Coventry. The restaurant's drive-thru nature is similarly intended to serve an identified market centred around the Ricoh Arena, including trade linked to activities at the arena, passing trade and local residents, as well as the hotel. Its drive-thru nature would not be compatible with the need to reduce traffic within the city centre and therefore, a central site can be discounted. Therefore, the restaurant would have specific locational needs restricting the catchment area of the ST to the APMDC. Within the APMDC, potential centre sites and edge of centre sites can be discounted for the same reasons as the hotel. At the Rowley Green Working Men's Club, a drive-thru restaurant has been permitted but this is not sequentially preferable given its location further away from APMDC than the appeal site.
12. There is a dispute as to whether the ST should be considered on the basis of both the hotel and restaurant being grouped together. Even if they were intrinsically linked, there would be no site large enough for both of them together within APMDC based on localised need.
13. In terms of IT, the hotel's café and bar would be small in extent and ancillary to the hotel, and therefore, any impact on similar facilities within APMDC would be negligible. Moreover, providing hotel facilities would increase footfall and consumer spending providing a benefit to the centre. The hotel would provide for a specific market focussed on Ricoh Arena and therefore, it would not significantly impact upon hotels within the city centre or other MDCs which cater for different markets. Whilst the Ricoh Arena has an integrated hotel, it is not within APMDC.
14. The APMDC is dominated by its large food store and the restaurant would have no impact on the overall viability of the retail uses of the APMDC. Numerically existing food and drink uses represent less than 20% of businesses within the APMDC and given the smaller size of such uses relative to retail uses, their percentage is much lower in floorspace terms. With a floorspace of approximately 550 sqm, the annual turnover of the restaurant would be small relative to the overall turnover of these food and drink uses within the APMDC.
15. Furthermore, the requirement for an IT is only triggered by the combination of the floorspaces for both hotel and restaurant. Taken separately, the restaurant use's floor space is well below the 2,500 sqm and 1,000 sqm thresholds for an IT under the Planning Practice Guidance (the Guidance) and LP Policy R4.
16. For all these reasons, there would be no sequentially preferable sites within or closer to these centres to accommodate these main town centre uses and the impact of the hotel and restaurant would not be significantly adverse on the APMDC, city centre and other centres. Accordingly, the proposal would comply with Policies R3, R4 and R6 of the LP, and the Framework, which amongst other matters, requires the carrying out of a ST and for proposals not to have a significant adverse impact on centres.

Employment provision

17. LP Policy JE3 states that proposals for the redevelopment in whole or in part of employment land for non-employment purposes will not be permitted unless it can be demonstrated that parts of the site where non-employment development proposed meet one of the criteria under Part 1 and all the criteria under Part 2.
18. The development would result in significant employment gains, as would be expected with labour intensive hotel and restaurant uses, of sufficient weight to justify the loss of employment land in accordance with criterion d) of LP Policy JE3 Part 1. Assuming hotel and restaurant uses would be non-employment uses under the policy, the loss of the site would result in a marginal reduction of employment land capacity across the city at less than 1%. Accordingly, the proposal would comply with criterion a) of Part 2 of the policy because the potential of the site to contribute to the employment land requirements of the city over plan period is not significant.
19. The remaining criteria b) and c) of LP Policy JE3 Part 2 state that a proposal should not significantly compromise the viability and deliverability of other adjacent employment land and it should not have an unacceptable adverse impact on the continuing operation of any nearby existing businesses. The industrial estate comprises industrial uses which if forced to leave, would be difficult to relocate due to their unneighbourly emissions of noise, odour, and dust. Such uses are clearly important and beneficial to the local economy.
20. The appellant's 2019 Noise Assessment (NA) identified a 'Significant Adverse Impact' on the appeal site from industrial noise sources, including the nearby waste recycling/processing facilities, based on BS 4142¹. However, as hotel guests will spend the majority of time indoors, the sound levels inside the proposed development are of much greater significance than the external sound levels. Within this noise environment, the NA predicts average day-time and night-time internal noise levels within the hotel rooms, assuming open windows for ventilation, and recommends a Combined Façade Reduction System (CFRS), including double glazing windows. Internal ventilation systems could be incorporated to avoid the opening of windows by guests during, for example, hot periods of weather, if it was necessary.
21. As a result of the CFRS, average internal noise levels would meet acceptable target values under BS 8333 and WHO guidelines². The proposed CFRS mitigation would not offset maximum noise occurrences levels but the NA indicates scope for a higher standard of mitigation. Hotel operators will often require internal noise levels to be significantly lower than the guideline values. Hotels are also often located in commercial areas or busy main streets, where background noise and activity would be higher than would be generally expected in a residential area, and where significant acoustic mitigation is incorporated to ensure that guests have a good nights sleep.
22. Under the NA, surveys were carried out during the day-time and night-time on two days in early March 2019 and a further survey was carried out on a day around mid December 2019 around lunch time. The initial March 2019 survey

¹ British Standard 4142:2014 A1:2019 'Methods for rating and assessing industrial and commercial sound'.

² BS 8233:2014 'Guidance on sound insulation and noise reduction for buildings' and the World Health Organization (WHO) Guidelines for Community Noise (CNG) 1999.

was to be longer but was curtailed due to bad weather. There has been no detailed commentary on the nature of surrounding industrial users and how they generate noise. However, the proposal involves a hotel and not housing, where surveys would be required to be more extensive. Hotel guests will only stay for limited periods of time and they would not expect the same level of amenity in terms of peace, quietness and ambience as they would at home. The night-time March survey took place during a typically attended football match at the Ricoh Arena. Given this, the surveys provide an acceptable time frame to assess the noise environment.

23. Furthermore, the March 2019 noise surveys showed higher noise levels than that in December 2019. Given the recording point in the later was closer to the location of the hotel, it would have been the more reliable indicator. Nevertheless, the NA has used the higher noise figures for the purposes of a judging a worst case scenario. For all these reasons, the NA and update noise statement demonstrate that the viability of neighbouring industrial uses would not be compromised by requirements to reduce noise, if a planning condition requiring the implementation of acoustic mitigation was imposed.
24. There has been no evidence to indicate that dust and pest infestation would be a nuisance to the users of the hotel or restaurant. Based on the nature of the proposal and what I saw on site, I would concur with the appellant's view that such problems could be overcome through a management response, such as through cleaning or pest control measures, if they arose.
25. Under the LP explanatory text, the existing sui generis use on the site would not fall within its definition of employment land. However, irrespective of whether this is part of the policy and prevents its engagement, the proposal would provide a satisfactory standard of amenity for future occupiers and would be compatible with the adjacent industrial use in compliance with LP Policy JE3, including Part 2 criteria b) and c), for all reasons given. As the proposed development is compatible with existing waste management uses, it would comply with Part 1(e) of LP Policy EM8.
26. The Council's reasons for refusal listed LP Policies DE1 and EM7. LP Policy DE1 does not make reference to living conditions or compatibility with adjacent uses but is focussed on achieving high quality design. LP Policy EM7 focusses on air quality which is similarly not directly relevant to the issue here. As such, these policies are not applicable here.

Highway safety

27. The hotel and restaurant would be accessed from Judds Lane. On event days at Ricoh Arena, such as football matches, significant numbers of pedestrians would cross the road and other connecting highways. On the surrounding road network, there could also be significant number of vehicles at the same time leaving the area before and after events, as well as increased traffic generation to and from the hotel and restaurant uses.
28. Since 2010, a temporary road closure has been in place following events to allow a safe passage of pedestrians around the arena. This allows for a temporary road closure along Judds Lane, Coronel Avenue and Rowley's Green Lane for one hour before the event start and one hour after any event for mass participation events. The Statement of Common Ground confirms this to be a permanent feature of the arena traffic management system and this ensures

safe passage by pedestrians by precluding use of roads by vehicles for specified periods of time when the people are either entering or leaving the arena for events. For event days, the traffic lights at Rowley's Green Lane roundabout, connecting with the A444, can be controlled so that priority is given to the lanes of traffic with the heaviest flow, to keep traffic moving.

29. On non-event days, the appellant's 2019 Transport Statement demonstrates that increased vehicle generation on surrounding roads would be negligible as percentage of overall traffic flows. Drive-thru restaurants attract high levels of 'passerby' traffic and therefore, a high proportion of traffic associated with the restaurant will be already on the local network.
30. For all these reasons, there is no evidence to demonstrate that there would be significant collision risk, driver frustration and general gridlock. Under the Framework, there would be no unacceptable impact on highway safety and the residual cumulative impacts on the road network would not be severe. Accordingly, the proposal would comply with Policies AC1, AC2 and AC4 of the LP.

The former Foleshill Gasholder Station

31. The Ricoh Arena and surrounding car park areas have been developed over the former gasholder station. Whilst not within the footprint areas of the former station site, the restaurant and hotel would be sited within designated zones of this major hazard site which indicate significant safety risk for people.
32. As a statutory consultee, the HSE's assessment concludes no objection subject to a planning condition specifying that no part of the appeal development shall be occupied until the HSC for the site has been revoked in its entirety, in accordance with sections 14 or 17 of the Planning (Hazardous Substances) Act (PHSA) 1990. As the Hazardous Substances Authority (HSA), the Council is progressing the revoking of the HSC.
33. Under the PHSA, a made revocation order must be submitted to the Secretary of State (SoS) for confirmation and at the same time, notice is served on landowners and affected parties. The Council has a significant ownership interests within the affected area but there are other parties with ownership interest. People on whom notice is served have just less than a month to serve objections on the SoS. After the expiry of this period, the SoS can determine whether the Order is to be confirmed.
34. The gasworks station has been removed from the site and it would be in everyone's interests to revoke the consent to prevent the issue being a possible hindrance to the development of the area. The Council is promoting the area as a tourist destination. There could be land where ownership is not known but there are provisions under the PHSA to cover such an eventuality and therefore, this should not be a reason to prevent the revocation taking place. There will be costs involved with the revocation process but as HSA, the Council would be expected to incur them. For these reasons, there would be a very strong possibility that HSL would be revoked even if objections are made.
35. The Council has indicated the process cannot be completed within 3 years, albeit it has not explained its reasons for this. There is no guarantee of a lack of objections, and any objections could delay the process but a period of 3 years is a significant period of time given the revocation process has been

initiated. Normally, there is a 3 year time period in which to commence development. While this could be extended, looking at the evidence, there is a reasonable prospect of the specified act, that is the revocation of the HSC, taking place within 3 years. Accordingly, the imposition of a 'Grampian' style condition would be acceptable because this would not represent a scenario where there are no prospects of revoking the HSC. Therefore, the condition recommended by HSE would be reasonable and enforceable, and the existence of the former gasworks site would not be a reason to withhold planning permission for the proposed development.

Other matters

36. The Council has not detailed the nature of any suitable footpath upgrades and associated contributions, and how they would be justified. Parking provision would be provided in accordance with Council standards and, as highway authority, it has raised no objections to the provision. The site is within a heavily lighted area and there is no evidence that any additional lighting from the hotel and restaurant would be significant and intrusive. The appellant's air quality assessment report demonstrates that there will be no significant air pollution impacts, having regard to nitrogen dioxide and particulate matter emission, both during construction and the operation of the hotel and restaurant. In the absence of substantiated evidence to the contrary, there is no reason to dispute these findings.

Conditions

37. Suggested conditions have been considered in light of the advice contained in the Guidance. Some have been amended, shortened and amalgamated in the interests of clarity and precision taking into account the guidance. There are pre-commencement condition requirements for the approval of details where they are a pre-requisite to enable the development to be constructed.
38. For the avoidance of uncertainty and to allow for applications for minor material amendments, a condition is required specifying the approved drawings. A condition requiring a construction management plan to minimise dust and noise emission, is necessary in the interests of safeguarding neighbouring user's operations. Given the existing use of the site, there is potential for contamination within the site and therefore, a planning condition is imposed to ensure any pollutants do not harm people, water resources and ecosystems.
39. To prevent flooding, a condition requiring the implementation of satisfactory drainage details is important. In the interests of biodiversity and visual amenities, a condition requiring ecological and landscaping measures is required. To support the local economy, a condition requiring a scheme for local recruitment in the construction and operation of the development is necessary and reasonable. To safeguard hotel guest living conditions, a condition requiring the details of internal noise conditions and implementation of acoustic mitigation is imposed. In the interests of character and appearance of the area, the development must be built with satisfactory external materials. In accordance with the HSE recommendation, a 'Grampian' style condition is necessary. To encourage sustainable modes of transport, implementation of electric charging points and cycle provision is required by condition.

Conclusion

40. The proposal would comply with the development plan. There are no considerations of sufficient weight or importance that determine that the decision should be taken other than in accordance with the development plan and planning permission granted. For the reasons given above and having regard to all other matters raised, I conclude that the appeal should be allowed.

Jonathon Parsons

INSPECTOR

Schedule A

- 1) The development hereby permitted shall begin not later than 3 years from the date of this decision.
- 2) The development hereby permitted shall be carried out in accordance with the following approved plans: 00-0100-Rev 09; 01-0100-Rev 02; 05-0040-Rev 04; 05-0201-Rev 03; 05-0400-Rev 02; 05-0100-Rev 03; 05-0102-Rev 01; 05-0103-Rev 01; 05-0900-Rev 02; 05-0211-Rev 03; 05-0212-Rev 02; 05-0213-Rev 02; 05-0214-Rev 02 and 05-0221-Rev 02 (all prefixed with 550-CDA-ZZ-00-DR).
- 3) No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by the local planning authority. The statement shall specify measures to reduce dust and noise emissions from the site during the construction phase. The approved statement shall be adhered to throughout the construction period for the development.
- 4) No development shall commence until an assessment of the risks posed by any contamination within the site, including intrusive site investigation as necessary, has been carried out, and the results have been submitted to and approved in writing by the local planning authority. The assessment shall include a survey of the extent, scale and nature of contamination and an assessment of the potential risks to human health, property (existing or proposed) including buildings, service lines and pipes, adjoining land, ground waters and surface waters and ecological systems.

In the event that the assessment indicates that remediation is necessary, development shall not commence until a Remediation Statement has been submitted to and approved in writing by the local planning authority. The Remediation Statement shall include details of all works to be undertaken, proposed remediation objectives and criteria, a timetable for the carrying out of any necessary remediation works, and details of the verification or validation of those works. No part of the development hereby permitted shall be occupied until any necessary remediation scheme has been carried out and completed in accordance with the details thereby approved, and until any necessary verification or validation report has been submitted to and approved in writing by the local planning authority.

If any contamination is found during the course of construction of the approved development that was not previously identified, no further development shall take place until a scheme for the investigation and remediation of that contamination has been submitted to and approved in writing by the local planning authority. Any remediation works thereby approved shall be carried out and completed, and any necessary verification or validation report shall be submitted to and approved in writing by the local planning authority, before any part of the development is first occupied.

- 5) No development shall commence until a scheme for the disposal of foul and surface water from the site has been submitted to and approved in writing by the local planning authority. The scheme shall include:

- a) surface water drainage details, incorporating sustainable drainage attenuation techniques for the management of all surface water, taking into account peak and total flows. Such details shall also specify surface water disposal discharge rates and calculations;
- b) a management and maintenance strategy for the sustainable water drainage measures or any other surface water drainage systems for the lifetime of the development;
- c) details of measures to manage overland flow routes in the event of exceedance or blockage of the drainage system, and how the buildings will be protected in such an event;
- d) If new development site levels will result in severance, diversion or the reception of natural or engineered flow routes, those routes shall be maintained or a revised route for water discharge submitted for approval;
- e) details of measures to prevent the pollution of the receiving groundwater and/or surface waters, including the installation of oil or petrol separators, within the proposed vehicle parking and access areas;
- f) provision to ensure that there is no increase in sediment loads with the surface water runoff from the site;
- g) water re-use systems, such as grey water harvesting;
- h) management of both peak and total rainfall runoff discharging down to watercourses and groundwater, and only if justified, sewer systems.

The approved scheme shall be fully implemented before the permitted developments are first brought into use.

- 6) No development shall commence, including site clearance, until a combined ecological and landscaping scheme has been submitted to and agreed in writing with the local planning authority. The scheme must include details of native species planting and habitat enhancements for bats and nesting birds for each of the permitted developments. The scheme shall be fully implemented in the first available planting season, after the development, that they relate to, is first being brought into use.

Any trees shrubs or plants planted in accordance with this condition which are removed, die or become damaged or become diseased within five years of planting shall be replaced within the next planting season by trees, and shrubs of the same size and species.
- 8) No development shall commence until a scheme for the recruitment of employees for both the construction period and post-occupation of the development hereby permitted shall be submitted to and approved in writing by the local planning authority. The development shall be carried out and operated in accordance with the details thereby approved.
- 10) No development of the permitted hotel above slab level shall commence until a noise assessment has been submitted to and approved in writing by the local planning authority detailing noise levels within the guest bedrooms of the permitted hotel. Such a noise assessment shall include details of mitigation, such as acoustic wall insulation and glazing, and

where required, air ventilation systems. The approved scheme shall be implemented in its full entirety prior to the permitted hotel development first being brought into use.

- 11) No development above slab level shall take place until samples and details of all external facing materials have been submitted to and approved in writing by the local planning authority in writing. The development hereby permitted shall be carried out in accordance with the approved samples and details.
- 12) No part of the development shall be occupied until the hazardous substances consent for the storage and distribution of natural gas at the former Foleshill Gasholder Station site has been revoked in its entirety under the provisions of the Planning (Hazardous Substances) Act 1990, and written confirmation of the necessary revocation has been issued by the hazardous substances authority.
- 13) Prior to the permitted hotel and restaurant first being brought into use, related electric vehicular charging points for each development shall be installed ready for operation in accordance with details submitted to and approved in writing beforehand by the local planning authority. The charging points shall thereafter be retained and kept available for their purpose.
- 14) Prior to the permitted hotel and restaurant being first brought into use, related cycle parking provision for each development shall be installed in accordance with a scheme submitted to and approved in writing beforehand by the local planning authority. Such a scheme shall show the number of stands, associated enclosures and location for each of the permitted developments. The provision shall thereafter be retained and kept available for their purpose.

APPEARANCES

FOR THE APPELLANT:

C Reeves	Reeves Retail Planning Consultancy
V Badial	Cryfield Investments
G Parry	Accon UK Environmental Consultants
S Tucker	David Tucker Associates Transport Planning Associates
R McCulloch	Davis Tucker Associates Transport Planning Associates
K Supra	Developer consultant

FOR THE LOCAL PLANNING AUTHORITY:

A Lynch	Coventry City Council
C Eggington	Coventry City Council
N Chaplin	Coventry City Council
D Butler	Coventry City Council
R Hall	Coventry City Council
R Thomas	Coventry City Council

DOCUMENTS SUBMITTED PRIOR TO HEARING

1. British Standard Publication: BS4142: 2014+A1:2019 Methods for rating and assessing industrial and commercial sound.
2. British Standard Publication: BS5233: 2014 Guidance on sound insulation and noise reduction for buildings.
3. Statement of Common Ground, with attached plans showing centres, as part of the sequential assessment, dated 11 March 2020.

DOCUMENTS RECEIVED AFTER HEARING

4. HSE Zone Plan around the former Gasholder Station, submitted 17 March 2021.
5. Screenshot of infrastructure constraints, including the former Foleshill Gasholder Station, submitted 17 March 2021.
6. HSE consultation response on FUL/2020/0738 (duplicate application on site), 19 September 2020, submitted 17 March 2021.
7. Plan show existing gas pipe layout across the site and surrounding area, Cadent, submitted 17 March 2021.
8. HSE consultation zones dated February 2009, submitted 17 March 2021.
9. Plan showing arena's 'Car Park A' and ownership including new sports bar restaurant, submitted 17 March 2021.
10. Scheme site plan showing the location of pipelines relative to hotel and restaurant, submitted 17 March 2021.
11. Appellant's comments on HSL recommended condition, dated 23 March 2021.
12. Council's response on HSE recommended condition, dated 23 March 2021.
13. HSE response on appeal proposal dated 9 April 2021.
14. Appellant's response in Inspector's further questions on HSL, Newsteer, dated 12 May 2021.
15. Site context plan identified existing and proposed developments at APMDC and Ricoh Arena, Newsteer, dated 12 May 2021.
16. Council's response on inspector's further questions on HSL, dated 12 May 2021.
17. Ownership and title information relating to Council and Network Rail, Newsteer, dated 14 May 2021.
18. Council response on ownership and title information dated 14 May 2021, submitted 3 June 2021.