

COMMITTEE REPORT

Planning Committee

26/06/2014

APPLICATION No. - FUL/2014/1098

Description of Development - Erection of a National Automotive Innovation Centre for academic and business use, including café and showroom, landscaping including water features, parking, access, boundary treatment, external lighting, roof top solar PV panels, below ground water attenuation tank, fuel storage tank and fuel interceptor and tyre storage building

Site Address - Warwick University Land off University Road

Applicant - University Of Warwick

Ward - Westwood

RECOMMENDATION:

Planning Committee are recommended to grant planning permission subject to conditions.

INTRODUCTION:

Site Description

The irregular shaped application site covers an area of 2.5 hectares in area within the University of Warwick (UoW) campus to the south-west of the City and is located close to the administrative boundary with Warwick District Council.

The site is located between Millburn Hill Road to the north, University Road to the south and to the south-east of University House, Kirby Corner Road. The site bounds Academic Road to the south east of the site with the International Manufacturing Centre (IMC) located on the opposite side of that road. Abutting the site to the east is the multi-storey element of UoW Car Park 15. Other surrounding land is within the ownership of the University and includes car parks, landscaping/woodland, Science Park buildings and the University's Boiler House.

Much of the site is greenfield land and dominated by maintained grass with scattered trees, hedgerows and scrub. It includes part of the introduced landscaped Oval Plaza with live Willow fencing to the northern side of University Road and also a shared pedestrian-cycle way linking University House to University Road.

Whilst much of the site is 'green' it does also include the surface car park element of Car Park 15 comprising 97 car parking spaces (91 standard; 6 disabled). This car park has one vehicular access point, off Academic Road.

The site is relatively flat but there is a slight fall from north to south of approximately 3m (ranging from 83.5 to 80.5 AOD). Two watercourses are present within the site in two separate ditches along the south-western/southern site boundary. The watercourse to the south-western boundary is a tributary to the Westwood Brook and this joins the brook/culvert to the south of the site further along University Road. This brook ultimately discharges into the Canley Brook upstream of the Tocil Lakes approximately 500m southeast of the site.

The application site is on land included within the UoW Masterplan (covering the period between 2008-2018) which was granted outline planning permission in October 2009. Although the site is identified within the approved Masterplan as a development site, the building exceeds the residual capacity for academic uses on this part of the campus and therefore a full application, rather than reserved matters application, has been submitted.

Proposed Development

Planning permission is sought for the erection of a high quality designed National Automotive Innovation Centre for academic and business use. The proposed building, designed to BREEAM excellent rating, will have a floorspace of 33,964 m² spread over four levels with a ground floor level of 82.5 AOD. The new building will have a sizeable footprint covering much of the existing grassland and also the site of the existing Car Park 15 surface car park.

The development is a joint venture between UoW, Jaguar Land Rover (JLR), Tata Motors European Technical Centre (TMETC) and Warwick Manufacturing Group (WMG). These partners together with the UK Government's Higher Education Funding Council England (HEFCE) have committed the significant figure of approximately £100 million to the creation and operation of a National Automotive Innovation Centre at the UoW.

It is anticipated that approximately 1,060 people will be employed at the site and there will be provision for apprentice training and other youth initiatives including an academy for young engineers. A break-down of the expected employee numbers is below:

Organisation/Area	Staff numbers
JLR	600
TMETC	395
WMG	60
Café	5
TOTAL permanent staff	1060

The Planning Statement indicates that the vision for the NAIC is “to link people, research and world-leading infrastructure to create and develop novel technologies for the automotive industry” and it will facilitate longstanding research and development collaboration between the partners within a state of the art environment. It further states that “NAIC is designed to create a collaborative space, bringing together a range of different activities into one building to create a national centre for innovation in automotive engineering, and a meeting and teaching place for academia and industry”.

The siting of the development on the University campus is seen as important to enable collaboration between academics and key players in the automotive industry. The site has also been chosen as it is already within the University’s Masterplan for development of up to four and five storeys, has outline planning permission, and is also partially within an employment allocation defined within the Coventry Development Plan.

A range of activities are proposed within the building including bespoke research and development facilities, engineering hall, virtual reality lab, design workshops, teaching facilities, offices, a collaborative hub/atrium (including meeting rooms, library and break out space, innovation room), reception area, outdoor car viewing garden, a publicly accessible showroom and café (providing 150 covers and external seating areas). The building will be mixed use, with elements of the building being within B1 (Business), D1 (Non-residential institutions) and A3 (restaurants and cafes) and the table below sets out the floorspace of each use.

Activity	Use	Gross Internal Area (GIA) m²
Café	A3	582.36
Research office and collaborative hub	B1a	12,369.9
Design (studios, milling, paint-shop, showroom and VR), front of house (reception, exhibition)	B1b	10,278.58
Engineering (Engineering hall, dyno labs and labs)	B1c	8,285.5
WMG Teaching and Research Facilities	D1	1,532.95

A glazed façade will characterise public facing elements of the building to the southwest of the building including the café (with outdoor seating), entrance

and reception area and student project space, whilst there will also be upper floor external terraces for further visual interest. Materials proposed include anodised aluminium, glass, brickwork and engineered timber and the building is to have a horizontal emphasis reflecting surrounding buildings. A precision engineered timber roof is a key element of the design and the building will benefit from large roof lights and north lights, the latter adjoining south facing solar PV panels on the roof.

A detailed hard and soft landscaping scheme is proposed for the outside of the building envelope. This includes tree and shrub planting, a realigned pedestrian/cycle route linking the IMC and University House, seating and lighting. Several water features are also proposed to the north-west and south-west of the building to provide visual interest, ecological benefits and to allow for elements of sustainable drainage to be incorporated into the landscape design. They include a shallow pond to the building frontage, development of an existing shallow channel to the south-west boundary and incorporation of several shallow swales and reflection pools to the building north-west and south-west of the building.

The development proposed will result in the felling of around 80 trees comprising varying tree categories, approximately 72 metres of hedgerow and 100 metres of live Willow fence.

Only 17 car parking spaces are to be provided within the site, including 3 disabled spaces. These car parking spaces will be located to the north-western side of the building and will be accessed off the cul-de-sac, Millburn Hill Road. Additional car parking to replace the loss of the surface car park and to serve the development is to be provided elsewhere within the campus, including a proposed new multi-storey car park accessed off Lynchgate Road. However, other than the 17 spaces there will be no car parking dedicated solely to the NAIC development.

An entrance track to the north-east of the site will lead to a service yard to the rear of the building. Within the service area a tyre store building and underground fuel storage tank and interceptor and water storage tanks are proposed. The existing vehicular access into Car Park 15 will be retained solely as a vehicular exit for fuel tankers.

A secure cycle parking facility is proposed for 101 cycles to the west of the site within a covered bespoke shelter.

The local planning authority have provided an Environmental Impact Assessment Screening Opinion and confirmed on 1st April 2014 that as the impacts of the development are localised an Environmental Statement is not required.

Supporting Information

In addition to a number of plans, a plethora of documents have been submitted to support the application and these are listed below:

- Design and Access Statement
- Planning Statement
- Statement of Community Involvement
- Landscape Design and Access Statement
- Transport Assessment and Travel Plan
- Ecological Assessment
- Arboricultural Impact Assessment
- Historic Environment Desk-Based Assessment
- Flood Risk Assessment
- Noise Assessment
- Ground Conditions Preliminary Risk Assessment
- External Lighting Planning Statement
- Air Quality Assessment
- Ventilation and Extraction Statement
- Sustainability Statement
- Site Waste Management Plan
- Foul Sewage and Utilities Statement.

RELEVANT PLANNING HISTORY:

The main application of relevance to the assessment of this application is the 2009 outline planning permission for a University Masterplan:

54044 Development for University purposes including construction of buildings for academic teaching, research, social and administrative uses, sports and cultural facilities, residential accommodation for staff, students and visitors, other ancillary facilities including for the purposes of energy generation, access improvements for pedestrians, cyclists and vehicular traffic including public transport services, car parking, site infrastructure including drainage and main services, hard and soft landscaping including structural planting (Outline application), Approved, 9th October 2009

The Masterplan was also approved by Warwick District Council under application reference W/07/1120.

Zone 2 of the Masterplan (Central Campus East), in which the application site is located, allows 74,000 m² of development up to a maximum of 5 storeys in height, of which 36,300 m² can be utilised for 'academic uses'. To date approximately 16,100 m² is either completed, under construction or at planning stage thus leaving approximately 20,000 m² of remaining capacity for academic uses, thus less than that currently proposed. As highlighted above, the site is an identified development site within the Masterplan.

Other applications of particular relevance to this application and have been submitted concurrently/or at a similar time are listed below. The significance of the applications is that they provide car parking which will partly serve the NAIC development and also one of the applications is for altered access arrangements into Car Park 15 which is necessary as this development will

remove the surface park element of that development and thus remove access into the existing multi-storey car park.

FUL/2014/1161 Erection of a multi-storey car park and surface car parking spaces, new roundabout on Lynchgate Road including improved pedestrian crossings, alterations to Lynchgate link road, new barrier controls, culvert, car park access, drainage, balancing pond, extension to existing shared footway/cycle path, lighting, landscaping and services, Pending (to be considered at the same Planning Committee as this application)

FUL/2014/1162 Extension to Car park 1A including erection of additional car park decks, lowering of existing decks, access ramps, access alterations, reconfiguration of existing spaces, boundary treatment, landscaping and drainage, Pending

RM/2014/1163 Submission of reserved matters (access, appearance, landscaping, layout, scale) for the extension of Car Park 2, alteration of fire access, relocation of access barrier and drainage pursuant to outline planning permission 54044 (Warwick University Masterplan) approved on 9th October 2009, Approved 9th June 2014

FUL/2014/1142 Car park 15 access alterations comprising new vehicular access and barrier controls, pedestrian footways, associated alterations to car park elevations, drainage and landscaping, Pending (to be considered at the same Planning Committee as this application)

FUL/2014/1230 New and diverted underground services and related infrastructure, Pending

RELEVANT PLANNING POLICIES:

Coventry Development Plan 2001 (CDP)

OS4 – Creating a more sustainable city

OS6 – Change of land use

OS9 – Access by disabled people

EM2 – Air quality

EM4 – Flood risk and development

EM5 – Pollution protection strategy

EM6 – Contaminated land

EM8 – Light pollution

EM9 – Waste strategy

E1 – Overall economy and employment strategy

E2 – Consolidating and strengthening the City's employment base

E3 – Diversification of the local economy

E5 – Office development

E6 – Principal employment sites

BE2 – The principles of Urban Design

BE15 – Archaeological sites

BE20 – Landscape design and development

BE21 – Safety and security

GE8 – Control over development in urban green space
GE14 – Protection of landscape features
GE15 – Designing new development to accommodate wildlife
S10 – Catering outlets
AM1 – An integrated, accessible and sustainable transport strategy
AM9 – Pedestrians in new developments
AM12 – Cycling in new developments
AM22 – Road safety in new developments
SCL9 – University of Warwick

SPD 'Delivering a more sustainable city'

National Planning Policy Framework (NPPF) and National Planning Policy Guidance

The NPPF published in March 2012 replaced all previous national planning policy and sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that is relevant, proportionate and necessary to do so. The NPPF promotes sustainable development and amongst other matters good design is recognised as a key aspect of this.

CONSULTATION RESPONSES:

No objections from:

- West Midlands Fire Service
- CCC Urban Design
- CCC Public Health
- Health and Safety Executive

No objections subject to conditions/informatives from:

- Environment Agency – subject to a condition requiring conformity with the Flood Risk Assessment and that floor levels shall be set 82.2m above Ordnance Datum (AOD). Comments also made relating to water quality and Sustainable Drainage
- WCC Ecology – recommend conditions requiring a Combined Ecological and Landscaping Scheme with mitigation to ensure that there is no net loss to biodiversity and tree protection for mature trees. Informatives relating to lighting, invasive species, nesting birds and reptiles and amphibians
- Severn Trent Water - subject to a standard drainage condition requiring detailed drainage plans for the disposal of surface water and foul water sewage
- West Midlands Police – no objections although have provided detailed advice about designing out crime
- CCC Local Highway Authority – no objections subject to conditions including a condition preventing occupation of the building until the proposed multi-storey car park (FUL/2014/1161) has been constructed and is available for use

- CCC Environmental Protection – recommend conditions relating to external plant/extraction systems and gas protection measures. The applicant has satisfactorily responded to comments made by the officer.
- CCC Conservation and Archaeology – recommend a condition to secure a programme of archaeological work to be carried out ahead of the development
- CCC Landscape Design – The applicant has responded to comments largely to the satisfaction of the officer. Whilst generally praising the scheme criticism of the lack of planting around the lake
- CCC Sustainability Services – recommend a condition requiring the applicant to provide evidence to verify the achievement of the BREEAM rating. Also requested an assessment of the predicted energy demand for the building with the method and source of the data used clearly stated; and details of the installed capacity and estimated output of renewable/low carbon energy options installed as part of the proposal
- CCC Tree Preservation Officer – Does not directly object although does recommend retention of the category B trees in group G8 which should remain in their entirety. Recommend further details relating to replacement planting and tree protection.

Comments are awaited from:

- CENTRO
- CCC Flood risk and drainage

Any comments received will be reported as a late item.

No comments received from Warwick District Council although they were notified out of courtesy as the development does not directly affect or adjoin their administrative area.

Prior to the submission of the application the applicants have engaged with the Local Planning Authority and Local Highway Authority together with community consultation with residents and Ward Councillors. The following engagement events have been held:

- A Development Forum meeting on 16th September 2013, chaired by Cllr Blundell and attended by residents and local Councillors (approximately 50 attendees). The meeting provided an opportunity for the development proposals to be explained and the views of those attending to be discussed with the project team
- A public exhibition held at Cannon Park Shopping Centre on 8th October 2013 where invitations were sent to around 1,000 residents, businesses and organisations within the surrounding area. Approximately 70 people attended and 21 feedback forms were received.
- Consultation relating to new and extended car parks within the University campus which are required, in part, to support the NAIC development. This included a public exhibition on 26th March 2014 at Cannon Park Shopping Centre which also provided an update on NAIC. A further

Development Forum took place on 3rd April, again chaired by Cllr Blundell and attended by residents and local Councillors to present an update on NAIC and the proposed car park proposals.

Statements of Community Involvement submitted with this application and the car park applications provide full details of the results of the consultations. The Statement of Community Involvement submitted as part of this application highlights that feedback was generally supportive relating to the benefits of the development associated with increased access to highly skilled jobs, investment in the engineering and automotive industry and the sustainability of the building. The report identifies the main cause for concern being the perceived increase in levels of traffic generated by the proposals and issues over parking on local roads. The document suggests that 'Pinchpoint' improvements (more in the 'Highways Considerations' section) will provide advance mitigation for the traffic impacts that may arise as a result of the additional car parking.

25 neighbouring properties and the Cannon Park Community Association (CPCA) were sent letters notifying them of the proposed development on 10th April 2014 and local Ward Councillors were sent e-mails informing them of the application on the same date. 4 site notices were erected on street furniture around the perimeter of the site on 15th April 2014 and the application was advertised in the Coventry Telegraph on 1st May 2014.

There have been 12 representations in opposition to the application and 1 representation in support. Included within the representations in opposition to the application are comments from CPCA.

Comments in support:

- Inspirational architecture which should be welcome in Coventry
- The CPCA endorses the NAIC project in principle and welcome the prospect of a research centre employing 1,000 personnel (although owing to traffic/inadequate transport infrastructure request the application is refused)

Comments in opposition:

- Loss of open/green space – eroding the open character of the campus and removing land suitable for recreational use
- Impact on sunlight and daylight on adjoining properties within Viscount Centre 2
- Concern over cars associated with NAIC will park within Viscount Centre 2 car park
- Noise and disturbance to properties on adjoining land
- Access / egress to multi-storey car park via Lynchgate Link resulting in increased traffic levels on an already busy road affecting access into Cannon Park housing estate
- Cannon Park residents feel trapped in their housing estate and the roundabout will exacerbate issues as inbound vehicles will have priority; will cause gridlock within the Science Park

- Inadequate infrastructure. Lack of capacity of nearby junctions and roundabouts particularly given the traffic from the Science Park and Tesco (with JLR using 270 spaces at Tesco car park as a Park and Ride)
- Emergency service vehicles will struggle to reach an incident
- Additional traffic could adversely affect pedestrian and highway safety
- Concern Lynchgate Link will ultimately become a through route into the University
- Concern that this application and the application for a multi-storey car park off Lynchgate Road will not be considered at the same time
- The date of the traffic survey was not representative of usual traffic
- The barrier leading into the multi-storey car park will cause further impacts upon local traffic flow
- Concern that consultations have been undertaken during the Easter holidays
- CPCA recommend a satellite campus and that an immediate moratorium be imposed on all further development in the locality until the infrastructure issue has been resolved
- The development is contrary to the NPPF and development plan policies as over 90% of staff are expected to travel by car
- Overly large, over-development of the site, out of scale with adjacent buildings, no scope for expansion
- An industrial building is incompatible with neighbouring University House and the materials are out of character
- Vehicular access is ill-considered, deficient and tortuous
- Any improvement in traffic flow from 'Pinchpoint' schemes is probably only marginal
- Failure to look at traffic impacts in area comprehensively
- UoW has failed its obligation to provide Park & Ride facilities remove from the campus
- Question the value to Coventry of the additional jobs when 2007 statistics indicate that only 20% of University staff lived in Coventry/Kenilworth.

A further objection has been received from Cllrs Blundell, Sawdon and Crookes specifically objecting "on the basis that it is outside of the master plan, overdevelopment and unacceptable to residents". They have also criticised the timing of the application consultation period during the Easter break and also that they believe the development and car park applications should have been submitted as one comprehensive application.

It has been agreed with local Ward Councillors that applications FUL/2014/1098, FUL/2014/1161 and FUL/2014/1142 will all be presented to and considered at the same Planning Committee.

APPRAISAL:

The main issues in determining this application are: the Principle of Development including economic benefits; Design; Highway Considerations; Ecology and Impact on trees; and Sustainability. There are a number of other important considerations which will also be fully appraised.

Principle of development

Policy E1 of the CDP seeks to consolidate and strengthen the economic base of the City and maximise employment and skill levels within the City. Policy E2 also supports the modernisation and expansion of existing employers in Coventry. CDP policy E3 states that favourable consideration will be given to proposals which foster or reinforce clusters of expertise and production in which new technologies are developed and exploited.

UoW and JLR are major employers in the City and this development will strengthen their impact on the City's economy whilst providing significant employment opportunities. The NAIC will provide a collaborative approach to research and development and will have a focus on developing new technologies. The proposal can therefore be considered to be supported by these overarching employment policies.

The application site partly lies within the University of Warwick Development Plan area (primarily the existing surface car park) as defined by the CDP. The remainder of the site is an allocated Principal Employment site referred to in CDP Policy E6 as an International/National Sector site known as 'University of Warwick Science Park'. Such sites are reserved for employment uses and therefore the development, which will support approximately 1,060 jobs (of which 535 are existing staff located at UoW and University of Warwick Science Park), is supported by the policy.

CDP policy SCL9 states that proposals directly associated with the growth of the University will be considered in relation to the University Development Plan as well as other relevant Plan policies. Although the site does not lie wholly within the University area, as defined by the CDP, it is considered that the University Masterplan, granted approval more recently in 2009, essentially supersedes that boundary.

The applicant has stated that the on-going implementation of their Masterplan is required to support the UoW's Vision 2015 which is to make the University a universally acknowledged world centre of higher education by 2015, firmly within the top 50 world universities. Even though it is inevitable that not every job will be taken by a Coventry resident, Officers consider that the significant additional job creation including a number of high skilled employment opportunities will have substantial economic benefits to the City whilst the state

of the art building with world leading processes will enhance the profile of UoW and the City of Coventry and therefore the development is welcomed.

As indicated earlier in this report, full planning permission is required as the development exceeds the total permitted floorspace for 'academic uses' within this part of the University Campus. The site is however identified as a development site within the Masterplan and the development proposed accords with various principles of the Masterplan including building heights, landscaping and car parking limits. Therefore, subject to the detailed considerations elsewhere in this report, the proposal is acceptable in principle.

Policy E5 states that proposals for the development or expansion of business offices will be subject to:

- Compatibility with nearby uses;
- Accessibility by a choice of means of transport; and
- Compatibility with other Plan policies.

The policy also highlights that proposals will be encouraged within or immediately adjacent to the City Centre, the Major District Centres or sites which are or can be made highly accessible by public transport. Whilst the policy is not applicable for the part of the site which benefits from a Principal Employment Site allocation, this policy is relevant to the remainder of the site as the development includes offices.

The site is surrounded by other University buildings and Science Park buildings and it is considered that a building to be used for research and development, engineering and academic purposes will be compatible with neighbouring uses. UoW campus is highly accessible by public transport with a number of regular services. The campus is also accessible by bicycle with an expanding cycle network around the area. The remainder of the report will demonstrate that the proposal is compatible with other Plan policies and for these reasons the proposal accords with CDP Policy E5.

As the development includes a café, policy S10 of the CDP is relevant. This states that catering outlets should be located within defined Centres and employment areas and will generally be discouraged outside those locations. Proposals within defined centres and employment areas will be permitted provided that they would:

- Be compatible with nearby uses;
- Not cause harmful cumulative impact due to the existence of any existing or proposed outlet; and
- Be compatible with other Plan policies.

The site is within an employment area and a café use is compatible with nearby uses. There does not appear to be any other large cafes in the vicinity and therefore there will be no harmful cumulative impact. This report will demonstrate that the proposal accords with relevant development plan policies.

Design / Landscaping

Policy BE2 of the CDP requires development to be of good design, Policy BE20 promotes a good standard of landscape design and boundary treatment whilst

Policy AM9 encourages convenient and well-designed pedestrian routes. The NPPF further emphasises the importance of good design with paragraph 56 highlighting that good design is a key aspect of sustainable development and is indivisible from good planning.

To support the application a detailed Design and Access Statement and a Landscape Design and Access Statement have been produced which set out the design rationale behind the development.

The applicant has indicated that the building materials, including anodised aluminium, glass, brickwork and engineered timber, have been chosen to create a modern, high quality development and are also required to meet specific technical demands including the requirement to achieve BREEAM 'Excellent', to meeting required performance criteria (including maintenance, acoustic performance and fire performance) and to provide a flexible working environment.

The proposed building design is visually interesting and will provide an attractive landmark building in a prominent location on University Road on the approach to the campus from Scarman Roundabout. The design of a three storey glazed façade to the front is attractive and will offer an active frontage. It relates well to neighbouring buildings in terms of scale, building line and its unique design whilst integrates into and enhances existing landscape features, such as the water course to the south of the site, as well as maintaining and improving existing pedestrian and cycle routes.

Design features such as the precision engineered timber roof are visually attractive whilst the building will benefit from large roof lights to allow natural light, solar PV panels and solar control systems all of which are considered to be positive aspects of the design.

Significant thought has been put into the hard and soft landscaping scheme and the incorporation of a number of water features will add visual interest as well as being beneficial for drainage and biodiversity. The café with outdoor seating area located in an attractive landscaped setting will bring vibrancy to the area. A new landscaped public meeting area is also proposed to the front of the site with outdoor seating, high quality hard and soft landscaping and water features all of which are welcomed and will create an attractive environment.

The location of the service yard and access in areas less visible from busy pedestrian and vehicle routes is supported.

External lighting is proposed to help create a welcoming and safe atmosphere during hours of darkness and the strategy aims to minimise light pollution. Subject to a condition relating to external lighting, the development is considered to accord with Policy EM8.

Overall, the proposed design of the development is of high quality and relates well to existing buildings and landscaping and does not conflict with the Masterplan. Therefore, the proposal accords with Policies BE2, BE20 and AM9

of the CDP and the NPPF. The Council's Urban Design and Landscape Design officers raise no objections. Conditions are recommended relating to detailed matters such as landscaping and sample materials.

Highway considerations

CDP policy AM1, in harmony with Policy OS4, recommends that developments are planned in accessible locations and it promotes the use of alternative modes of transport to the private car. Policy AM22 is concerned with highway safety. The NPPF supports the locating of developments where the need to travel will be minimised and supports development that facilitates the use of sustainable modes of transport.

The application site is located within a sustainable location within the University campus. Over 265 buses arrive at the University on a daily basis via a number of services and a new bus interchange at the University is to be delivered in 2014/15. There is also a network of cycle routes around the campus, linking Coventry and Kenilworth via the University and there are generally good pedestrian routes from the site thus further encouraging the use of alternative modes of transport.

The car parking spaces to be lost on Millburn Hill Road as a result of the development will be replaced with 11 standard car parking spaces and 3 publicly available disabled spaces. Regular deliveries to the site will be via a secure service yard to the rear of the building which is accessed off Millburn Hill Road with an exit for fuel tankers only onto Academic Road via an existing retained access (the existing access to Car Park 15). It is anticipated that there would be up to 10 HGV and 30 LGV arrivals per day. Refuse will be stored in dedicated rooms next to Millburn Hill Road and collection will be from Millburn Hill Road where vehicles can utilise the existing retained turning head.

There will be two designated car parking spaces on Milburn Hill Road for couriers delivering to the building and two vehicle drop-off bays will be provided (one on University Road and one on Academic Road) providing 5 spaces. The proposal also includes an exceptional drop-off route from University Road to the front door of the development and there is no provision for parking or waiting in this area.

91 car parking spaces and 6 disabled spaces will be lost in Car Park 15 to accommodate the new building. Whilst no significant new car parking is provided within this application, additional car parking will be brought forward primarily under a separate application (FUL/2014/1161), although two further car park applications have also been submitted, and the detailed assessment of the highway impacts associated with the additional car parking is considered under the Transport Assessment for the car park application. All NAIC users will have the same parking availability and conditions of use as other users of the University and they will be able to use all car parks including nearby CP9, CP15 and CP16.

A further application (FUL/2014/1142) will be submitted for the relocation of the entrance to the existing Car Park 15 as the current surface car park and access will be lost owing to the NAIC proposal. All three applications will be considered at the same Planning Committee.

The Transport Assessment (TA) and Travel Plan highlight the highways measures agreed within the Masterplan and the associated S106 Agreement which the University is working with CCC to deliver. It also provides detail on the 'Pinchpoint' funding bid success for a scheme known as the 'University of Warwick and Westwood Business Park Congestion Relief Scheme', which was approved for funding by Central Government in late 2013. The scheme is a partnership between CCC and UoW to undertake measures with the aim of reducing traffic congestion in this part of Coventry. The full details of which junctions are to be improved through the scheme is set out in the Transport Assessment and it is envisaged that these will be delivered by CCC in the financial year 2014/2015 with some works already underway.

In an assessment of existing traffic conditions, the TA acknowledges that there are some issues of congestion on nearby roads although proposed improvement works as part of the Pinchpoint funding should improve this situation. It also notes that traffic flows during the peak period are lower now than they were in 2004.

The TA indicates that there have been 11 recorded personal injury accidents within the area between 1st December 2008 and 30th November 2013, one of which being classed as serious. However, since the data was collected a fatal accident occurred in Lynchgate Road involving a pedestrian and a lorry and this is still under a Police investigation.

The TA has assessed the Traffic Impacts of the NAIC development and this demonstrates that even with a robust assessment of additional traffic arising from the NAIC, the overall University traffic flows will be 5% and 10% below the 2007 levels of the AM and PM peaks respectively and will thus be below the targets set in the Masterplan S106 Agreement. The assessment indicates that whilst the trips generated by this development are not expected to breach the requirements of the S106 Agreement, it will be necessary to carry out junction assessments as part of the applications for additional car parking.

In an assessment of car parking demand the TA indicates that car parking demand arising from the development will be significant because of the high level of single occupancy car drivers. However, it highlights that 535 members of the JLR/TMETC staff are already located at the University and its Science Park and therefore are already using the existing car parks. This leaves 460 new staff from JLR/TMETC to arrive at the University along with 65 UoW staff. After taking into consideration some backfilling of existing office space and Travel Plan targets together with JLR/TMETC improving the sustainable travel mode share of their staff, the TA arrives at a future parking demand of around 580 spaces. The Assessment further suggests that if JLR/TMETC staff begin to reflect the travel characteristic of the UoW staff (and evidence suggests that

they are committed to sustainable travel) then the car parking demand is likely to fall to around 480 spaces.

It is envisaged that construction for the development will span a period of between 20-24 months and the applicant has indicated that this can be managed through a Construction Phase Traffic Management Plan. However, the report concludes that the level of vehicles to and from the site will not have a significant impact on the operation of the local road network.

The TA highlights that the proposed additional car parking proposed under the application for a multi-storey car park (629 spaces) along with applications FUL/2014/1162 (131 spaces) and FUL/2014/1163 (32 spaces) will provide a total of 792 spaces. 430 spaces will have been lost since 2009 by the time this development will be constructed thus giving a net increase in parking spaces of +363, which is within the 442 allowed by the Masterplan permission and S106 Agreement.

The Local Highway Authority have raised no objections to the proposal. The development will reduce vehicular traffic around the application site given the loss of the 97 spaces and additional traffic impacts as a result of other proposed car parks will be considered under those applications. As the NAIC development with the potential for over 1,000 employees has no dedicated car parking and will result in the loss of 97 existing car parking spaces it is imperative that additional car parking is provided and the TA has demonstrated that there is a need for a significant level of car parking to serve this development. Therefore, a condition is required to ensure that the multi-storey car park, under application FUL/2014/1161, is constructed and available for use by University staff prior to the first use of the NAIC.

Overall, subject to relevant conditions including the provision of further off-site car parking prior to the opening of the NAIC, the proposed development is considered to be sustainable and would have an acceptable impact upon the highway network. Other conditions proposed include: no occupation of the building until car parking/servicing delivery areas shown on the plans have been provided; cycling parking; submission of a Parking Management Plan; submission of a Construction Management plan; and a condition relating to minor highway works. The development therefore accords with Policies AM1 and AM22 of the CDP together with the NPPF.

CDP policy AM12 indicates that cycle parking must be provided in accordance with standards set out in SPD. The applicant has proposed 101 cycle parking spaces which is below the amount that SPD 'Delivering a more sustainable City' recommends. However, the cycle parking is to be of high quality where both wheels of bicycles can be locked and it is to be housed in a bespoke shelter and therefore in this instance the quality of the cycle parking means that officers are happy to relax the requirement. Notwithstanding this, officers have requested that the applicant seeks to provide some additional cycle parking and Committee will be updated on this matter verbally or through the late representations document.

Ecology and Impact on Green space and Trees

Whilst the loss of a large area of green space with scattered trees and hedges is unfortunate, outline planning permission has already been granted for this site to be developed and the site has also been identified as a Principal Employment site in the CDP. Therefore, policy GE8 is not considered to be relevant in this instance and the loss of the green space is acceptable in principle.

Policies GE14 seeks to protect important landscape features of value to the amenity or history of a locality including trees and hedgerows whilst Policy GE15 indicates that new development should design new development to accommodate wildlife. Chapter 11 of the NPPF is also concerned with conserving and enhancing the natural environment.

An Ecological Assessment has been submitted which highlights that the amenity grassland covering much of the site is well maintained and therefore is limited in ecological value. The report finds that whilst there is green space and trees on the site, there is limited connectivity to the surrounding environment as the site is surrounded by University buildings.

No evidence of Badger, Water Vole and amphibians including Great Crested Newts were found and it is unlikely that the existing site has the potential to support these species. However, scattered trees may provide limited foraging and commuting habitat and to ensure conditions on the site remain unsuitable for amphibians it is recommended that Reasonable Avoidance Measure (RAMs) are put in place throughout construction works. The scattered trees, scrub, and hedgerows also provide foraging and nesting opportunities for a range of relatively common bird species.

Whilst a Local Nature Reserve (LNR), a Local Wildlife Site (LWS) and Ecosites are found within the desktop search area, these are considered to be of sufficient distance from the site not to be impacted by the development.

The Ecological Assessment also recommends that works to trees are undertaken outside of the nesting bird season and if that is not possible a qualified ecologist should carry out checks a maximum of 24 hours in advance of clearance works to ensure no nesting birds are present.

WCC Ecologists have welcomed the broad intentions to create habitats and increase biodiversity. They have recommend that a Biodiversity Impact Assessment (BIA) is carried out to determine how much biodiversity loss or gain there will be from the proposed development. This will form part of a Combined Ecological and Landscaping Scheme and a condition is recommended to ensure that there is no net loss to biodiversity in accordance with NPPF and GE15. A condition is also recommended relating to tree protection measures for mature trees that will be retained whilst a number of

informatives are proposed relating to lighting, nesting birds, reptiles and amphibians and invasive species.

In addition to the Ecological Assessment an Arboricultural Impact Assessment has been submitted. This highlights that there are no trees on site that are the subject of a Tree Preservation Order and that there are no ancient woodlands or veteran trees on site, as defined by the NPPF. None of the trees were noted as having features suitable to support roosting bats and due to the suitability of trees for nesting birds the same recommendation is made relating to birds as in the Ecological Assessment.

The majority of on-site trees are considered to be low to moderate value. A total of 2 individual trees, 5 tree groups and part of 4 further groups (totalling 80 trees) are proposed to be removed and these comprise a mixture of values. Of these trees, part of Group G8 (adjacent to Academic Road), a Category A group are proposed to be lost whilst T3, G4, G6 and Part of G14, all of which are Category B trees will also be felled.

In addition to the loss of trees, approximately 72 metres of hedgerow and 100 metres of live Willow fence will also be removed.

The Assessment highlights that the majority of trees require removal as they fall directly within the footprint of the new building whilst the removal of others is to provide adequate operational land around the building. It concludes that the greatest impact of the tree removal will be on visual amenity.

Whilst the development proposes the partial loss of Group G8 (13 Field Maples and 1 Claret Ash) the report suggests that this group has a high value ('A' category) owing to good condition and amenity value, rather than maturity and as such it may be possible to mitigate for their loss with new planting.

9 young Red Oak trees (G13) are proposed to be transplanted elsewhere to the northern boundary of the site and the report considers that these are of an age and size that this option is possible.

As with the Ecological Assessment the report proposes tree protection measures for retained trees and the details of the type and position of the fencing have been provided. The report concludes that whilst the development will result in a reduction in trees within the survey area, this can adequately be offset by new planting across the University campus.

The Council's Tree Preservation Officer has recommended retention of Group G8 in their entirety and have indicated that they have no objections to the proposed hedgerow removals as these are young, non-established or decorative. Further details relating to tree protection and replacement planting are recommended. Whilst retention of valuable trees is important this must be

weighed against the significant economic benefits that the development brings. The concerns have been raised with the applicant and Committee will be updated on this matter and the recommendation of officers.

Sustainability

Sustainability is a key aspect of the NPPF whilst CDP Policy OS4 and SPD 'Delivering a more sustainable city' seek to encourage sustainable development. The 'highways considerations' section of the report also highlights how the development is located in a highly accessible location for a range of travel modes.

The Sustainability Statement highlights a number of key sustainable design elements including:

- Provision for waste and recycling storage onsite during both construction and operation
- The harvesting of rainwater to reduce the building's water consumption (for WC flushing)
- The use of SUDS drainage principles to drain surface water and reduce the building's surface water drainage output
- The use of Combined Cooling Heat & Power (CCHP) to generate electricity (connection to UoW district heating scheme)
- A target to achieve a BREEAM 'Excellent' rating
- High thermal performance insulation and windows
- High efficiency lighting including advanced lighting control including daylight sensing and automatic dimming
- High efficiency boiler plant, cooling plant and other engineering services
- Monitoring of building energy usage through an Energy Management System (EMS)

In addition to these measures the development will house a significant amount of solar photovoltaics on the roof thus providing on site renewable energy.

The Council's Sustainability Services team have been consulted and whilst raising no objections have requested further information including a pre-assessment estimator for the BREEAM rating and also an assessment of the predicted annual energy demand for the building and details of the installed capacity and estimated output of renewable/low carbon energy options to be installed. They have also recommended a condition, in accordance with the SPD, requiring the applicant to provide evidence to verify the achievement of the BREEAM rating.

A draft Site Waste Management Plan has been prepared to improve the environmental performance of the development and is to be used for 'designing out waste'. The template sets out good practice but does not provide specific details relating to the project. Therefore, a condition is recommended requiring a detailed Site Waste Management Plan to be submitted to and approved by the Local Planning Authority to ensure conformity with Policy EM9 which relates to waste handling.

For the reasons above, sustainability appears to have been given adequate consideration as part of the development of the plans and therefore the proposal accords with the NPPF and relevant development plan policies.

Flood Risk / Drainage

CDP policy EM4 states that development should be designed and located to minimise the risk of flooding to maximise the absorption of surface run-off by the ground. The NPPF also provides detailed guidance on flood risk and drainage.

The Westwood Brook, a tributary of the Canley Brook flows through the site as both an open channel and within culverts. The site is currently served by existing surface and foul water sewerage infrastructure which is privately owned, operated and maintained by UoW.

The Flood Risk Assessment (FRA) submitted as part of the application correctly identifies the site as being entirely within Flood Zone 1 and therefore the site is at low risk of fluvial flooding. Given this location, development on the site is in accordance with the principles laid out in the NPPF and as such the Sequential Test is satisfied and the Exception Test is not required.

Although the site is within Flood Zone 1, fluvial analysis has been undertaken of the Westwood Brook to determine the potential extent of flooding from the 100 year flood event. The data has confirmed that the NAIC site is at low risk of fluvial flooding and that the impact of a 50% blockage of the Westwood Brook culvert would not pose a significant risk to the NAIC site owing to local topography and overland flow paths of the area encouraging water to flow to the south-east, away from the site.

The report confirms that the bedrock underlying the site is a Principal Aquifer, meaning that the bedrock has the potential of containing large quantities of water. Ground investigation data has been collected and this generally encountered ground water levels between 3m to 4m below ground level. However, an artesian aquifer was encountered approximately 10m below ground level. The report finds that although groundwater is present in underlying strata (particularly the bedrock), the material nearer the surface has poorer water bearing potential, as indicated by the low rates of infiltration measures on site. Consequently groundwater will not be flood risk consideration to the majority of the site. However, the FRA indicates that excavations should mitigate against encounters from 3m and the artesian aquifer approximately 10m below existing ground level.

The applicant has considered de-culverting and this has been discounted for a variety of reasons. However, the development proposes to introduce new surface water infrastructure and the FRA indicates that a surface water management strategy has been developed based on contemporary sustainable drainage principles.

The Environment Agency have confirmed that they have had extensive pre-application discussions with the applicant in relation to the development and the associated modelling of the local watercourse. They have approved the modelling and the appropriate finished floor level as part of that process. A condition is therefore recommended requiring the development to be carried out in accordance with the details contained within the Flood Risk Assessment submitted as part of the application and that the finished floor levels shall be set no lower than 82.2m above Ordnance Datum (AOD). Further advice has been requested from the Environment Agency surrounding the issue of below ground excavations to see if any further conditions are required relating to these.

No comments have been made by CCC Flood Risk and Drainage team. Severn Trent Water have recommended a standard drainage condition requiring detailed drainage plans for the disposal of surface water and foul water sewage.

Overall, the development appears to be at low risk of flooding and the surface water infrastructure proposed including sustainable drainage principles are welcomed and will assist in minimising the potential for flooding. The application therefore is consistent with the aims of the NPPF and CDP policy EM4.

Impact on neighbouring amenity / Noise

Paragraph 17 of the NPPF seeks to protect the amenities of all existing and future occupants of land and buildings. Policy EM5 of the CDP seeks to minimise pollution including pollution through noise.

The nearest residential property is located around 240m away from the application site and therefore it is considered, given the size and scale of the building, that there would be no harm to the amenities of residents through a loss of privacy, overshadowing or overbearing effects. Whilst the development will be located near to Viscount Centre (to the north of the site), given the separation between the buildings is around 23m and both are commercial premises in the ownership of UoW, this is considered acceptable.

The Noise Assessment found that the dominant noise source during daytime hours was road traffic from University Road whilst the dominant noise source during night-time was found to be predominantly from the plant located at the nearby University Boiler House.

The assessment identifies internal ambient noise requirements whilst also stating that all facades will require a minimum glazing (glazing and frame) performance of R_w+C_{tr} 30dB and the building is to be mechanically ventilated throughout.

Plant noise limits for the nearest noise receptors are set out in the report and further recommendations are made about hours of work, noise and vibration best practice during construction works.

CCC Environmental Protection have confirmed that the noise report is acceptable and that they agree with the glazing specifications set out in the report and the design levels for external plant. They also do not consider noise emanating from the building to be significant enough to impact upon any residential properties. Subject to these conditions the proposal is acceptable in terms of its impact upon neighbouring amenity and therefore it accords with Policy EM5 and the NPPF.

Heritage Assets

CDP policy BE15 relates to archaeological remains and Section 12 of the NPPF is also concerned with protecting heritage assets.

An Historic Environment Desk-Based Assessment accompanies the application indicating that the site is within an area of multi-period archaeological activity and that there are no listed buildings on or adjacent to the site.

The report highlights that with the exception of the surface car park, the site remains undeveloped within the limits of a previously enclosed post-medieval field boundary. Therefore, the potential for below-ground archaeological deposits is high and as such the report recommends that further archaeological investigations should be undertaken with trial trenching of 4% of the undeveloped areas of the site.

The Council's Conservation & Archaeology officer agrees with the conclusions of the report and recommends a condition to secure a programme of archaeological work to be carried out ahead of construction works. Subject to this condition, the development will have an acceptable impact upon heritage assets and potential archaeology and therefore the development accords with CDP policy BE15 together with the NPPF.

Contaminated Land

In harmony with guidance contained within the NPPF, CDP Policy EM6 states that development on or adjacent to contaminated land will be permitted only if any measures for remediation and protection required to ensure the health and protection required to ensure the health and safety of the development proposed and its users are identified and implemented. Policy EM5 also is concerned with pollution.

A Ground Conditions Preliminary Risk Assessment has been undertaken including historic mapping dating back to 1885 which indicates very little development within the area until mid-1950s when the City expanded and the Teacher Training College was constructed to the north of the site. The main University campus began development on previously greenfield land with further expansion taking place during the late 20th century and into the 21st century. The report identifies the application site as greenfield land except for the surface car park.

Results from soil and water samples found no evidence of ground contamination, with all determinants being significantly below the commercial Generic Acceptance Criteria (GACs). It highlights that the risk of contamination from the existing car park would be very minimal as interceptors and drainage capture design features are likely to be present.

Whilst the assessment identifies potential contamination from leaks and spills from storage of paint spraying materials and handling and operational activities of the NAIC, it suggests that mitigation measures to reduce the impact of any pollution incident such as accidental spills and leaks would be included within the building design.

Gas monitoring was undertaken as part of the assessment and whilst this was found to be of low risk, high levels of methane were found. Given that there is no clear source for the gas, the report recommends that the gas risk is mitigated by providing a sealed and taped gas membrane beneath the reinforced ground slab for the development.

The report concludes that there is very little evidence to suggest the presence of significant soil or groundwater contamination beneath the site. The Council's Environmental Protection team concur with the results of the contaminated land survey and agree that no further investigation is required. They also agree that standard gas protection measures should be incorporated into the building design given the elevated and unusual levels of methane recorded. Therefore, a condition is recommended relating to this matter and the proposal is considered to accord with Policies EM5 and EM6 of the CDP and the NPPF.

Air Quality

CDP policy EM5 relates to the control of pollution whilst policy EM2 specifically states that where likely damage to air quality cannot be satisfactorily mitigated, development will not be permitted. Paragraph 124 of the NPPF also seeks to protect air quality.

An Air Quality Assessment has been submitted and considers airborne pollutants in the atmosphere and sets out mitigation measures. The report concludes that there is likely to be a low risk for significant effects of dust soiling and human health from the dust-generating activities on site. It also highlights that air quality impacts from traffic has already been assessed within the Masterplan application and as the total number of car parking spaces at the University, after proposed car parking is implemented, is within the allowable threshold of that application, traffic associated with the development is considered to be acceptable in terms of air quality impact.

The report also concludes that other emission sources from the processes used within the building are not expected to have a significant impact on local air quality.

Various mitigation measures are set out in Section 9 of the report relating to construction works. It also recommends that a central extraction system is

applied throughout the building in order to remove emissions from the testing facilities and highlights that the stack should be located at least 1m above the roof level of the building.

CCC Environmental Protection have confirmed that the report is acceptable and recommend that the mitigation techniques to minimise dust emissions from the construction phase are adopted into a construction management plan. Therefore, subject to this condition and a further condition relating to extraction equipment, the proposal is considered acceptable in terms of air quality and thus accords with Policy EM2 and paragraph 124 of the NPPF.

Health implications

The NPPF indicates that health is a material planning consideration. Education can improve the life chances and opportunities of people in terms of access to employment and to improve people's sense of self-worth. Education can also help to reduce poverty as a result of increased skills level and employability. Therefore, enhanced education provision is supported in principle.

The commitment of the University to embracing sustainable and active travel through their Travel Plan is welcome and has a positive impact upon health. It is considered that the provision of cycle parking and associated facilities (including showers, changing facilities and lockers) within the building will encourage the use of sustainable transport as does the location of the development within an established campus at the heart of a network of cycle routes. Whilst car parking is provided within the University campus a lack of dedicated car parking for this development will further encourage alternative travel methods including walking and cycling. These modes of travel have clear health benefits and therefore the development can be considered to have a neutral or potentially a positive impact upon health.

CCC Public Health team has raised no objections to the proposed development on health grounds.

Other considerations

The Utilities Planning Statement highlights that a number of below ground services will need to be diverted and a series of new utility connections will be required for the construction of the new building. These include electricity, telecommunications, gas, water, district heating and surface and foul water drainage connections. A separate application reference FUL/2014/1320 has been submitted to deal with these matters. However, it should be noted that laying of or altering most of the services do not ordinarily require planning permission and only do in this instance because UoW intend to carry out the works themselves rather than the relevant Statutory Undertakers.

West Midlands Police have raised no objections to the application and the Crime Prevention Design Advisor (CPDA) met with the applicant prior to the submission of the application to consider ways of designing out crime. It is likely that the two parties will meet again to look at detailed proposals.

CONCLUSION / REASON FOR APPROVAL

The application is considered acceptable in principle and the significant employment generated by the development is welcomed. The design of the building is visually interesting and is complemented by good quality landscape design. The development is acceptable in terms of highway considerations subject to a condition linking the development to the construction of a proposed multi-storey car park. The proposal is acceptable in all other respects as appraised in detail above.

The reason for Coventry City Council granting planning permission is because the development is in accordance with:

Policies OS4, OS6, OS9, EM2, EM4, EM5, EM6, EM8, EM9, E1, E2, E3, E5, E6, E8, BE2, BE15, BE20, BE21, GE8, GE14, GE15, S10, AM1, AM9, AM12, AM22 and SCL9 of the Coventry Development Plan 2001 together with the aims of SPD 'Delivering a more sustainable city' and the NPPF.

SCHEDULE OF CONDITIONS

Condition(s)

A full list of conditions will be circulated to Committee prior to the meeting.

LIST OF BACKGROUND PAPERS

PROPER OFFICER: Group Manager Planning and Building Control

Author: Andrew Cornfoot

ALL BACKGROUND PAPERS OPEN TO PUBLIC INSPECTION at City Services & Development Directorate, Civic Centre 4, Much Park Street and www.coventry.gov.uk

Planning Application File: FUL/2014/1098

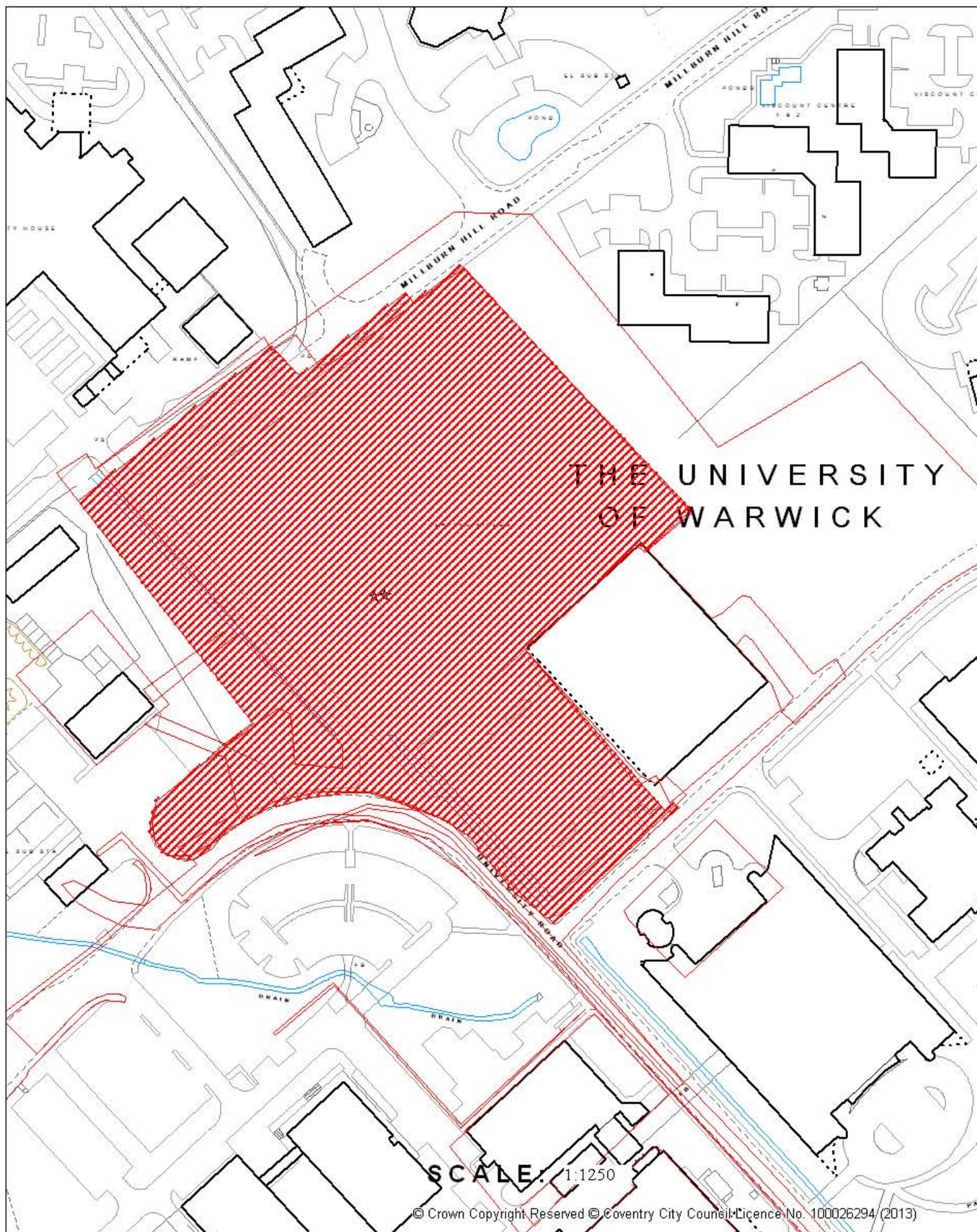
Coventry Development Plan 2001

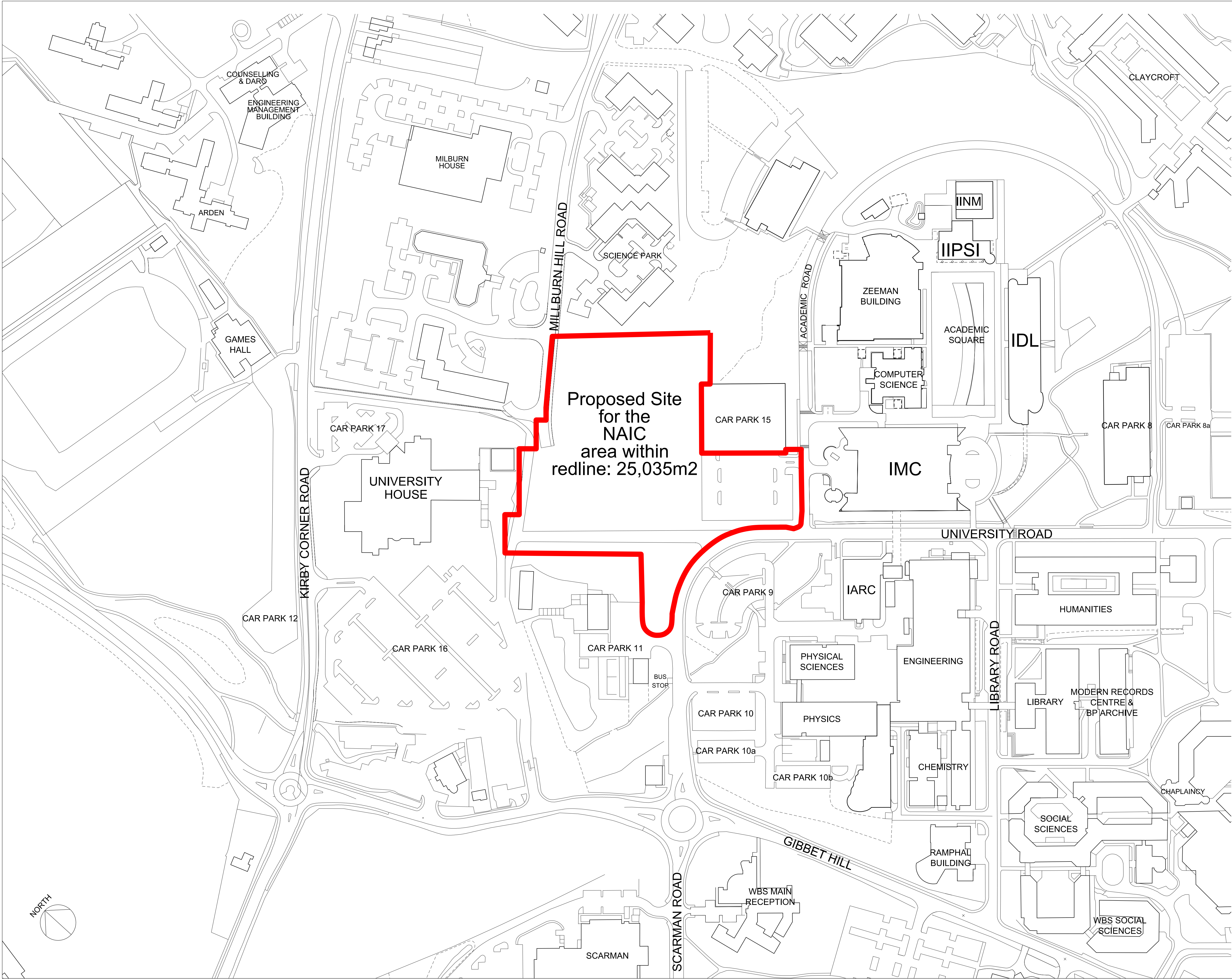
APPLICATION REFERENCE

FUL/2014/1098



SITE:





SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION:	
IN ADDITION TO THE HAZARDS / RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORKS / ACTIVITIES, THE FOLLOWING ARE THE FOLLOWING: NOTE THE FOLLOWING: THE FOLLOWING:	
Significant Residual Risks:	
Action to be Taken:	
Refer to Health and Safety Plan	

NOTES:

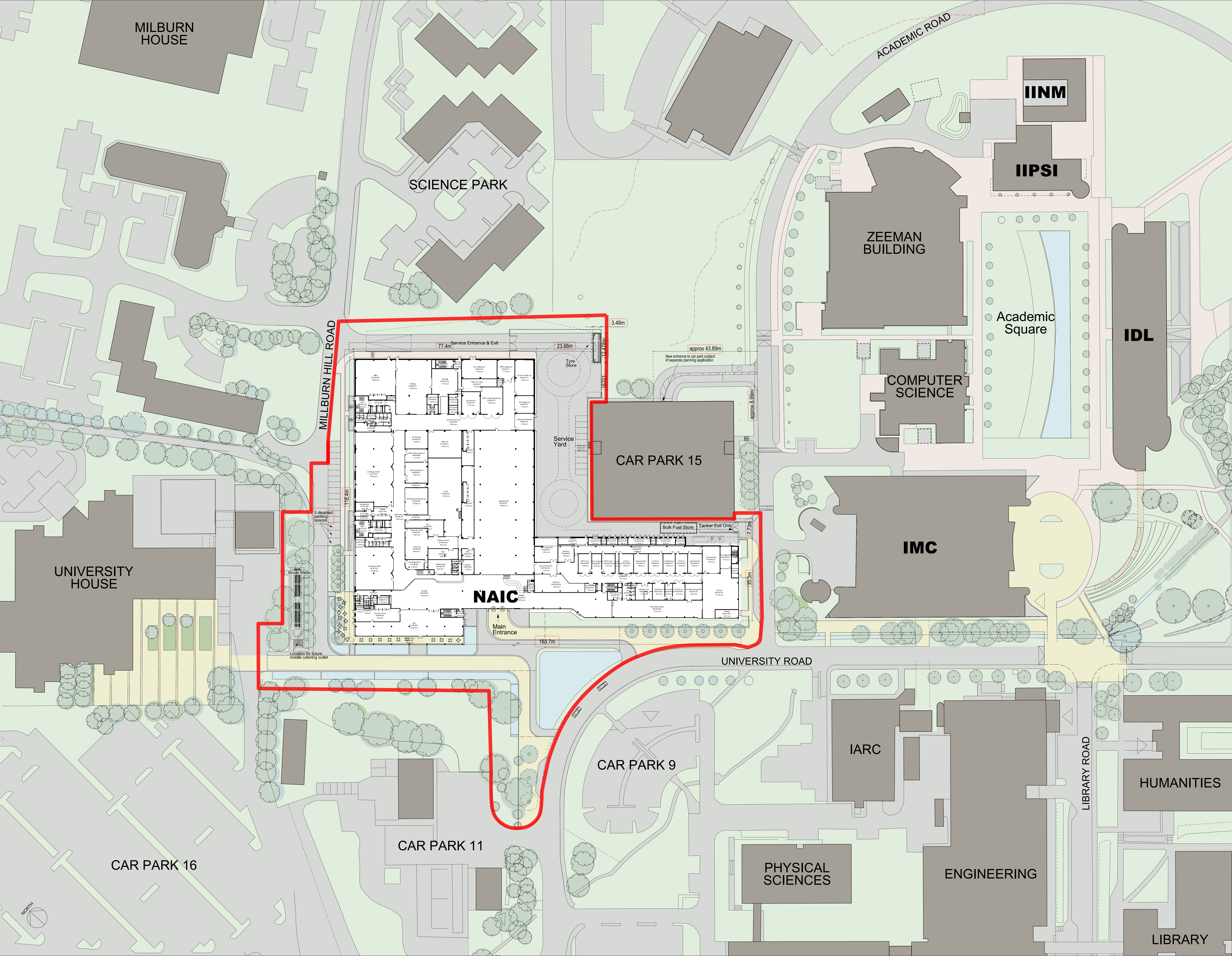
REV	DATE	DETAIL	DRN	CHK
P1	2003/2014	Issued for planning	LM	PI

PROJECT TITLE	
Warwick Manufacturing Group National Automotive Innovation Centre	
DRAWING TITLE	
LOCATION PLAN	
DATE	SCALE
20/03/2014	1:1250 @A1 1:2500 @A3
STATUS	DRAWN
PLANNING	LM
CHECKED	PI

DRAWING NUMBER	REVISION
NAIC_P_001	P1

CULLINAN STUDIO
5 BALDWIN TERRACE LONDON N1 7RU TEL: 020 7704 1975
PROJECT EMAIL:

© EDWARD CULLINAN ARCHITECTS LTD 2012



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION:	
RELEVANT TO THE DRAWING CONTENTS: SPECIAL NOTES TO THE USER: NOTE THE FOLLOWING: HAS CONSENT Significant Potential Risk: Action to be Taken: Refer to Health and Safety Plan	

NOTES:

Amendments to original drawing

REV	DATE	DETAIL	DRAWN	CHECK
P1	20/03/2014	Planning Issue	LM	PI
P2	20/03/2014	Planning Issue - Disabled parking	LM	PI
P3	20/03/2014	Planning Issue - Overlap of site	LM	PI

PROJECT TITLE
Warwick Manufacturing Group
National Automotive Innovation Centre

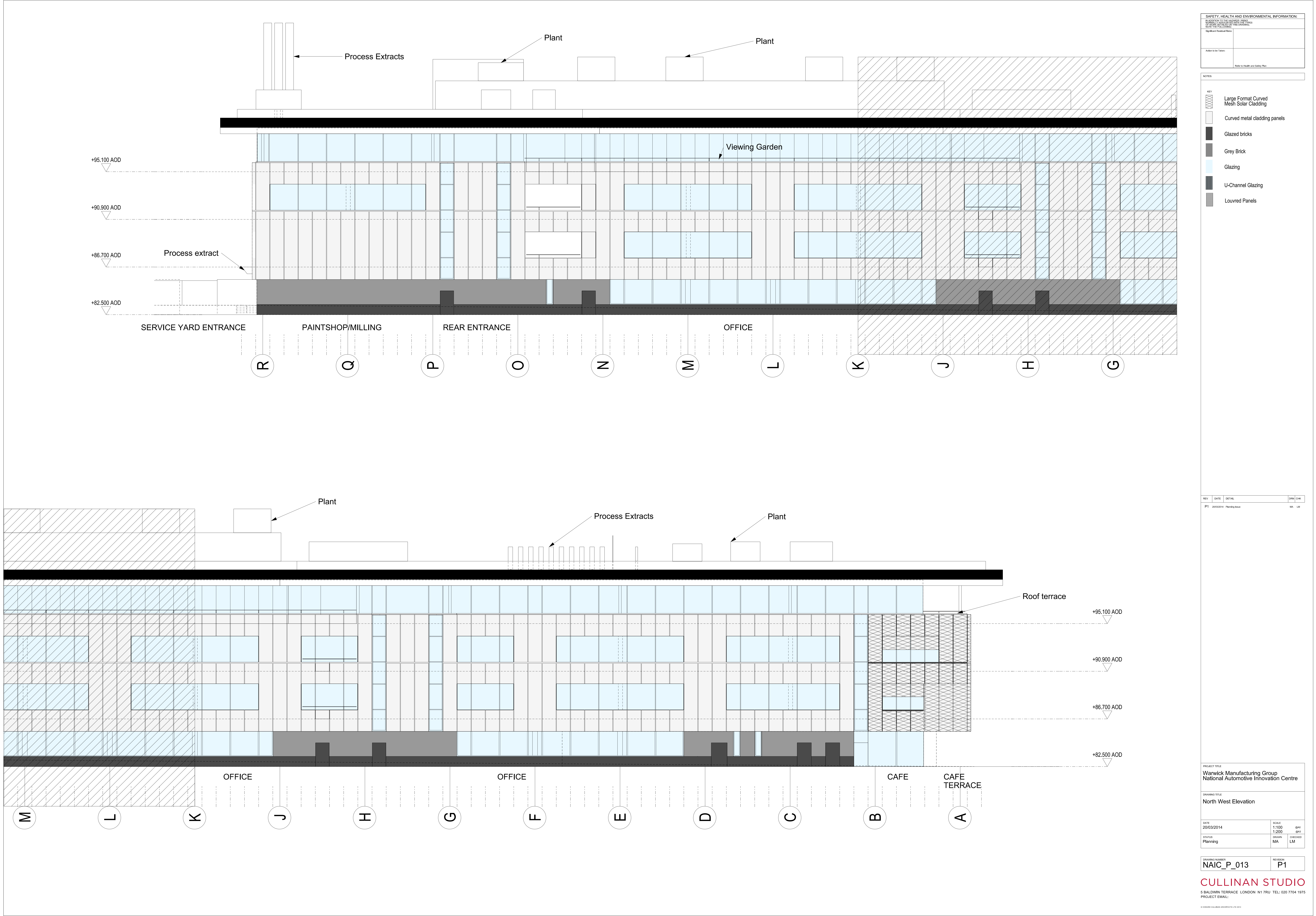
DRAWING TITLE
SITE PLAN

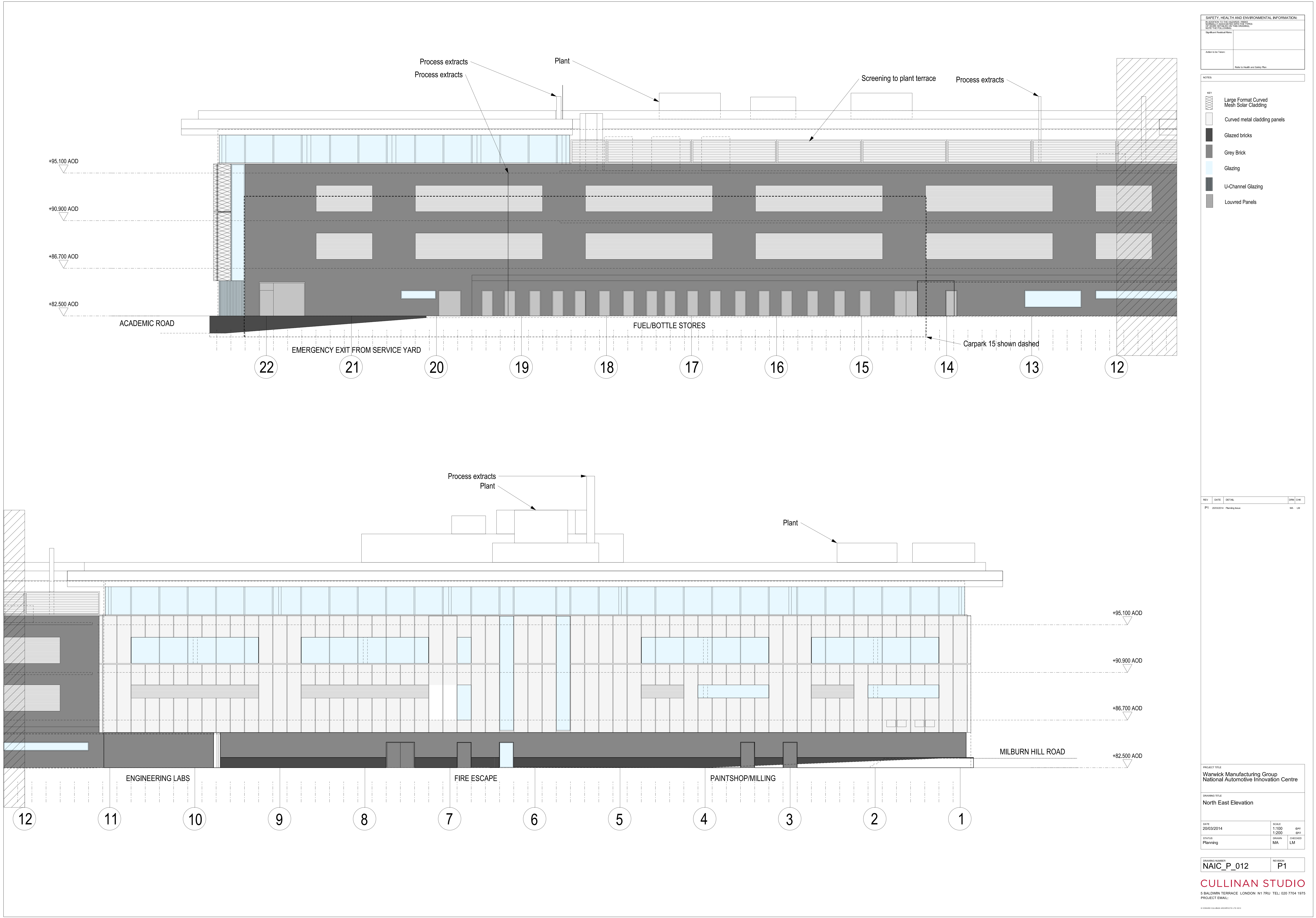
DATE 20/03/2014	SCALE 1:500 NTS	GM GM
STATUS PLANNING	DRAWN LM	CHECKED PI

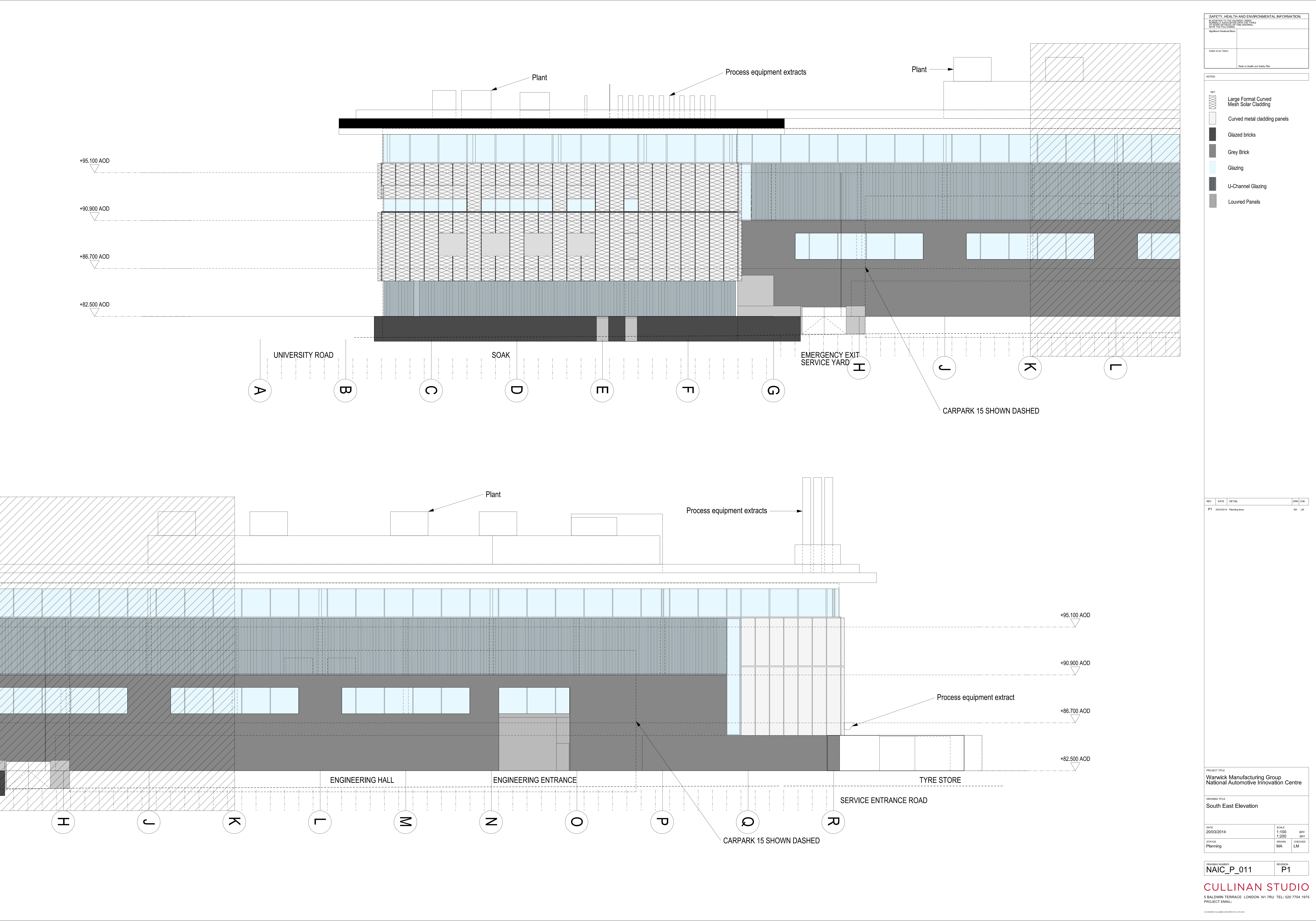
DRAWING NUMBER NAIC_P_002	REVISION P3
------------------------------	----------------

CULLINAN STUDIO
5 BALDWIN TERRACE LONDON N1 7RU TEL: 020 7704 1975
PROJECT EMAIL:

© CULLINAN STUDIO 2014







SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION:	
RELEVANT TO THE DRAWING CONTENTS: SPECIAL NOTES TO THE USER: NOTE THE FOLLOWING HAS BEEN: Significant Potential Risk:	
Actions to be Taken:	Refer to Health and Safety Plan

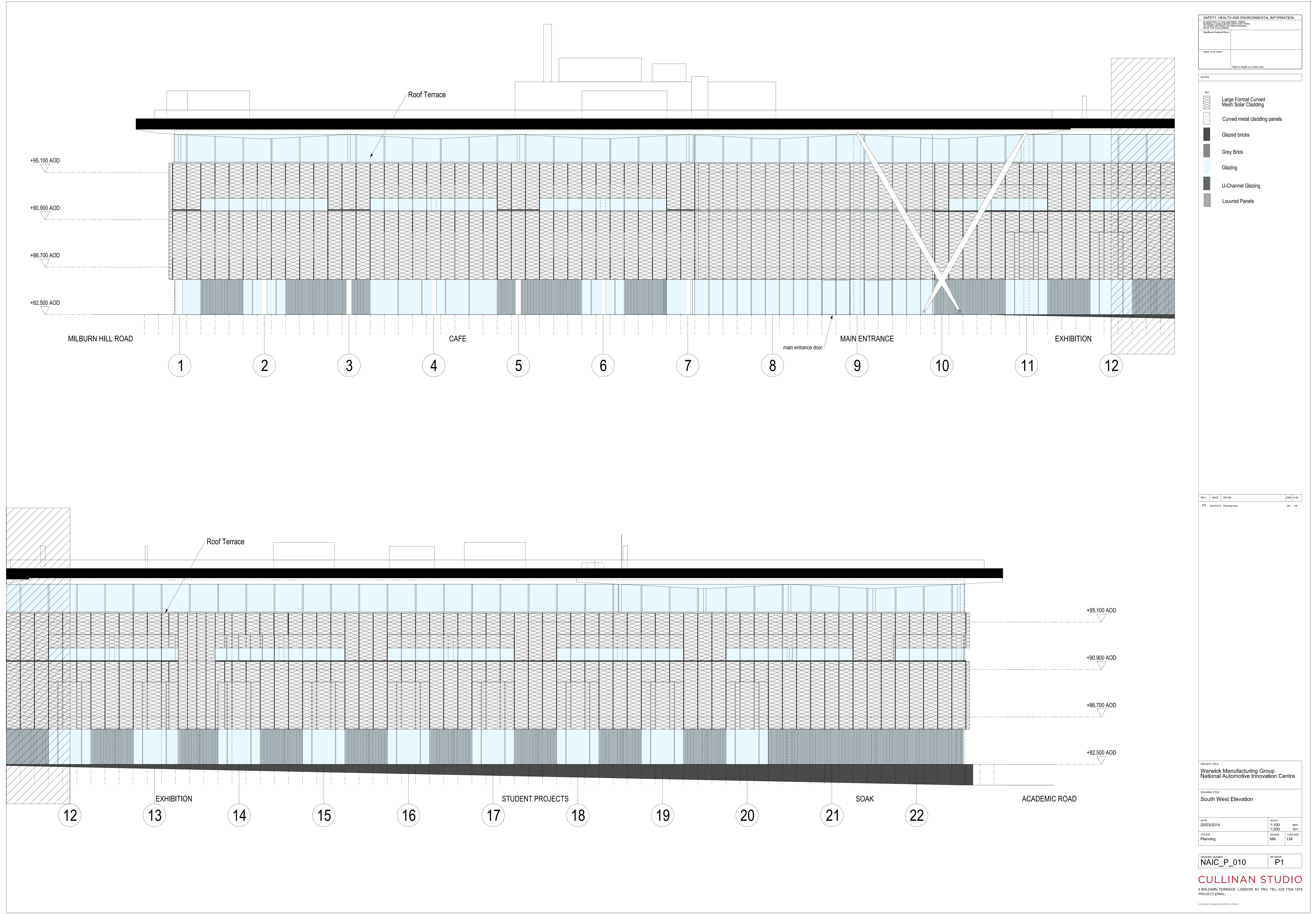
NOTES:

KEY:	
	Large Format Curved Mesh Solar Cladding
	Curved metal cladding panels
	Glazed bricks
	Grey Brick
	Glazing
	U-Channel Glazing
	Louvred Panels

REV	DATE	DETAIL	DRAWN	CHECK
P1	20/03/2014	Planning Issue	MA	LM

PROJECT TITLE	
Warwick Manufacturing Group National Automotive Innovation Centre	
DRAWING TITLE	
South East Elevation	
DATE 20/03/2014	SCALE 1:100 1:200
STATUS Planning	DRAWN MA CHECKED LM

DRAWING NUMBER	REVISION
NAIC_P_011	P1





SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION:	
RELEVANT TO THE UNDERTAKING OF THE WORK:	
OTHER INFORMATION:	
NOTE THE FOLLOWING HAS BEEN ADVISED:	
Significant Hazards:	
Actions to be Taken:	
Refer to Health and Safety Plan	

NOTES:

REV	DATE	DETAIL	DRAWN	CHECK
P1	20/03/2014	Planning Issue	MA	LM

PROJECT TITLE
Warwick Manufacturing Group
National Automotive Innovation Centre

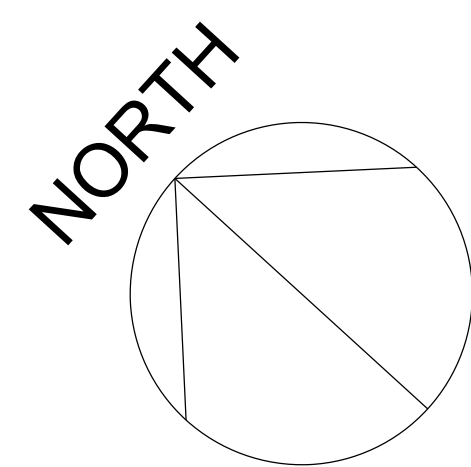
DRAWING TITLE
Ground Floor Plan

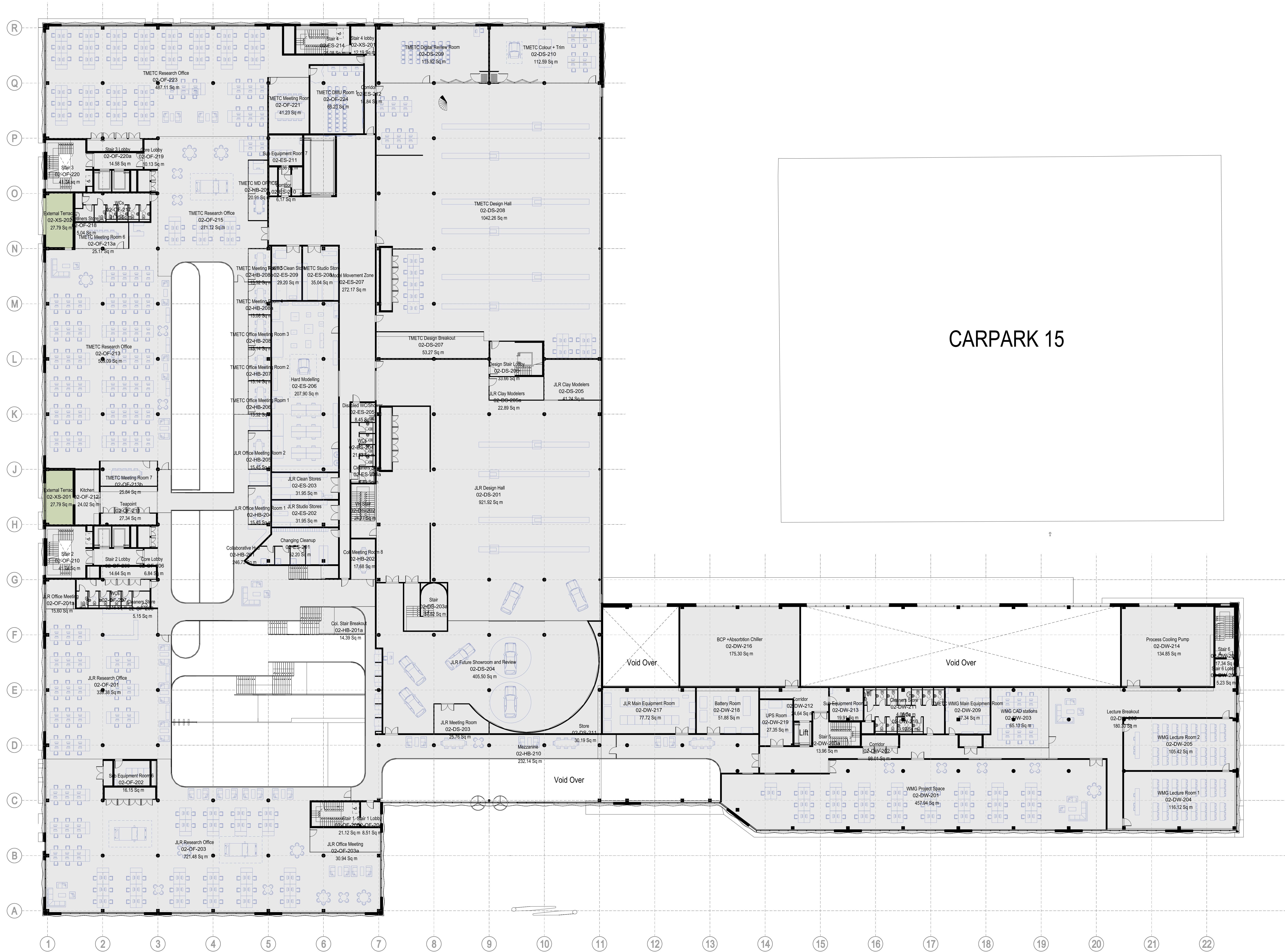
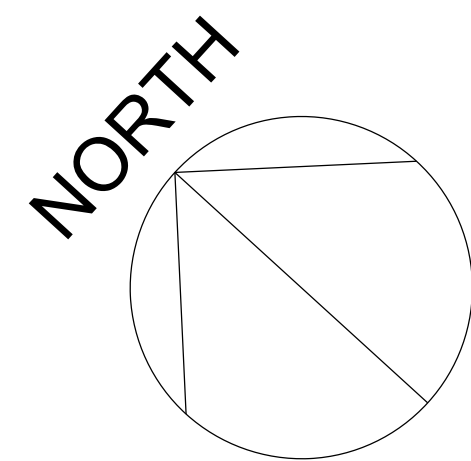
DATE 20/03/2014	SCALE 1:200 NTS	STATUS Planning	DRAWN MA	CHECKED LM
--------------------	-----------------------	--------------------	-------------	---------------

DRAWING NUMBER NAIC_P_003	REVISION P1
------------------------------	----------------

CULLINAN STUDIO
5 BALDWIN TERRACE LONDON N1 7RU TEL: 020 7704 1975
PROJECT EMAIL:

© CULLINAN STUDIO ARCHITECTS LTD 2013





SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION:	
RELEVANT TO THE DRAWING CONTENTS: GENERAL SAFETY INFORMATION: NOTE THE FOLLOWING: Significant Hazards: Asbestos to be Treated: Refer to Health and Safety Plan	

NOTES:

REV	DATE	DETAIL	DRAWN	CHECK
P1	20/03/2014	Planning Issue	MA	LM

PROJECT TITLE
Warwick Manufacturing Group
National Automotive Innovation Centre

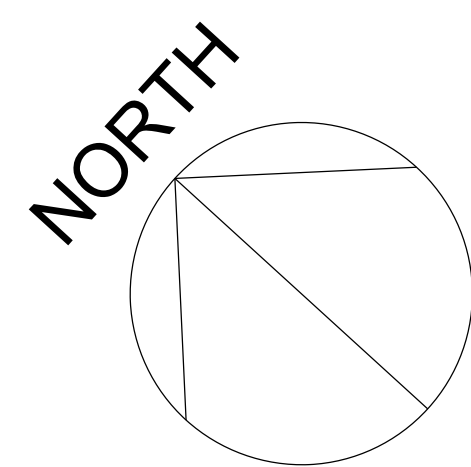
DRAWING TITLE
Second Floor Plan

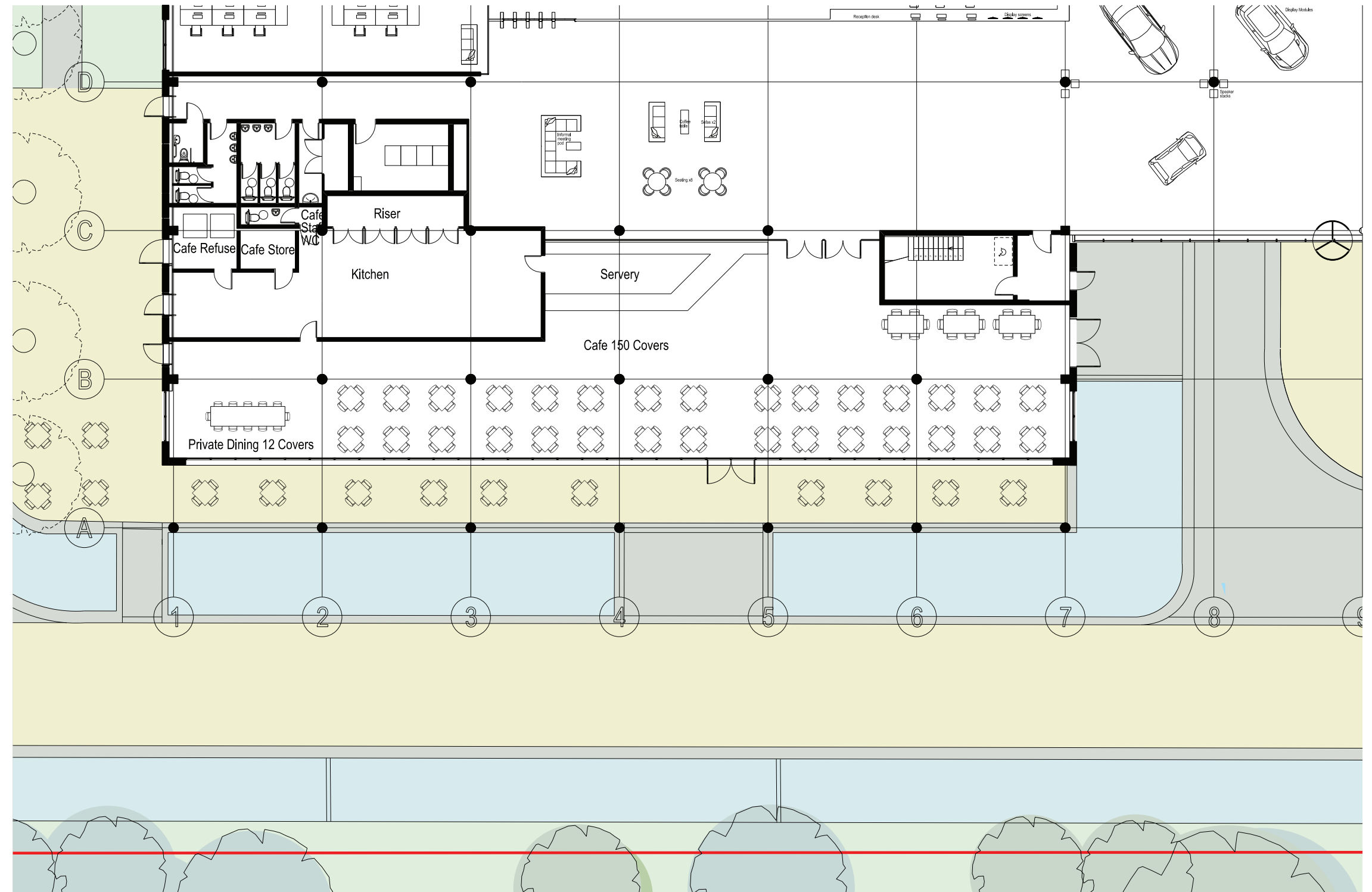
DATE 20/03/2014	SCALE 1:200 NTS	SW GMA
STATUS Planning	DRAWN MA	CHECKED LM

DRAWING NUMBER NAIC_P_005	REVISION P1
------------------------------	----------------

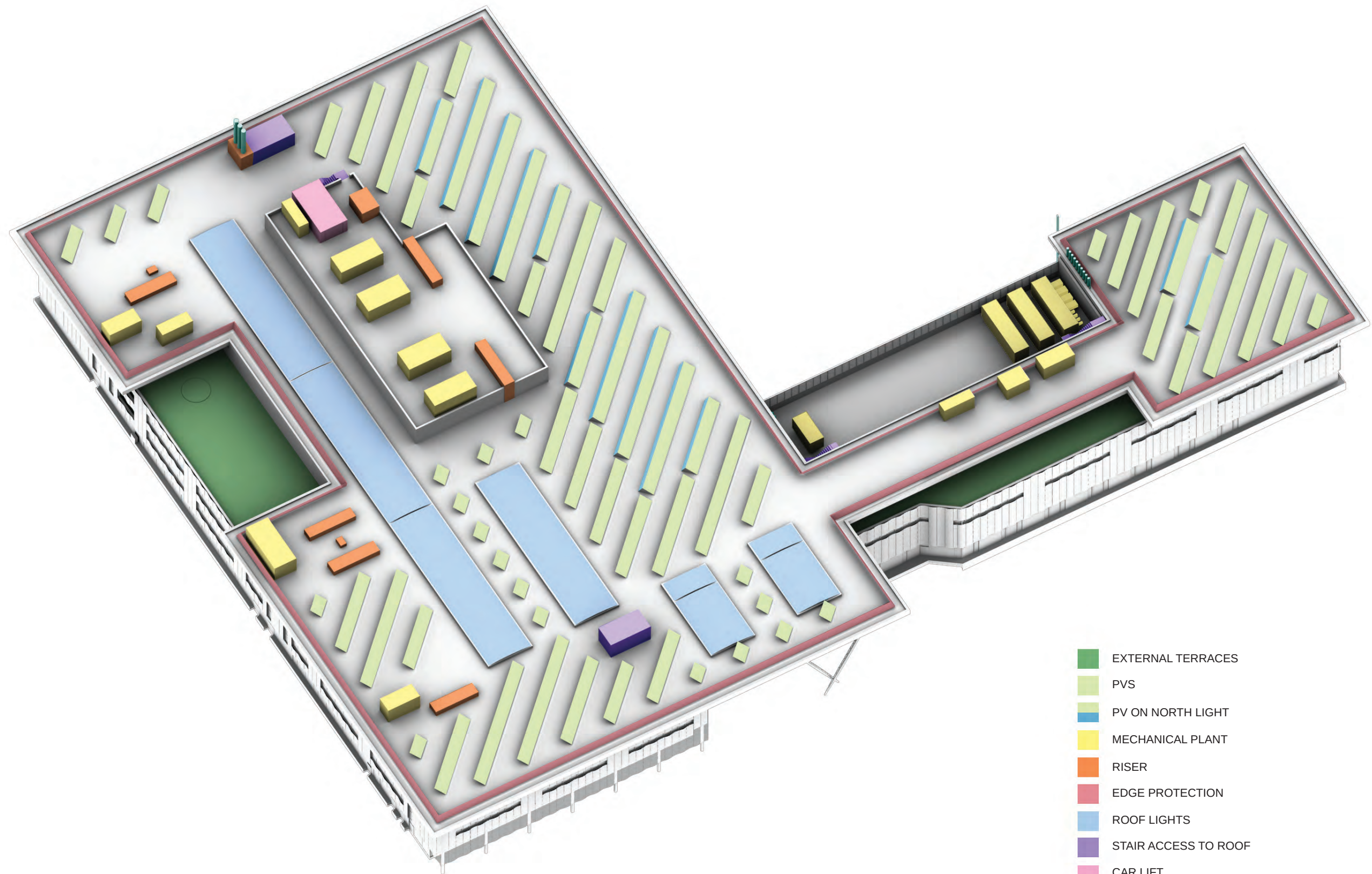
CULLINAN STUDIO
5 BALDWIN TERRACE LONDON N1 7RU TEL: 020 7704 1975
PROJECT EMAIL:

© CULLINAN STUDIOS ALL RIGHTS RESERVED





DETAIL OF CAFE



- EXTERNAL TERRACES
- PVS
- PV ON NORTH LIGHT
- MECHANICAL PLANT
- RISER
- EDGE PROTECTION
- ROOF LIGHTS
- STAIR ACCESS TO ROOF
- CAR LIFT
- FLUES

2.3 ROOF

2.3.1 Design Principles:

Main Roof:

The main roof, from the underside, is a light, gently undulating blanket of precision engineered timber. It is a consistent and instantly recognisable element which projects the ideal of unity of purpose, inherent in the NAIC project. It gives a strong consistent horizontal top-line to the elevations and projects above a continuous ribbon of windows to appear to float above the building.

The roof has a consistent expression from outside to inside with a dramatic soaring atrium from the reception. The Design studios and mezzanines, offices and collaborative hub and atrium are unified by the visually constant timber ceiling.

The roof aims to create the feeling of one large, well lit, open shared space to promote collaboration.

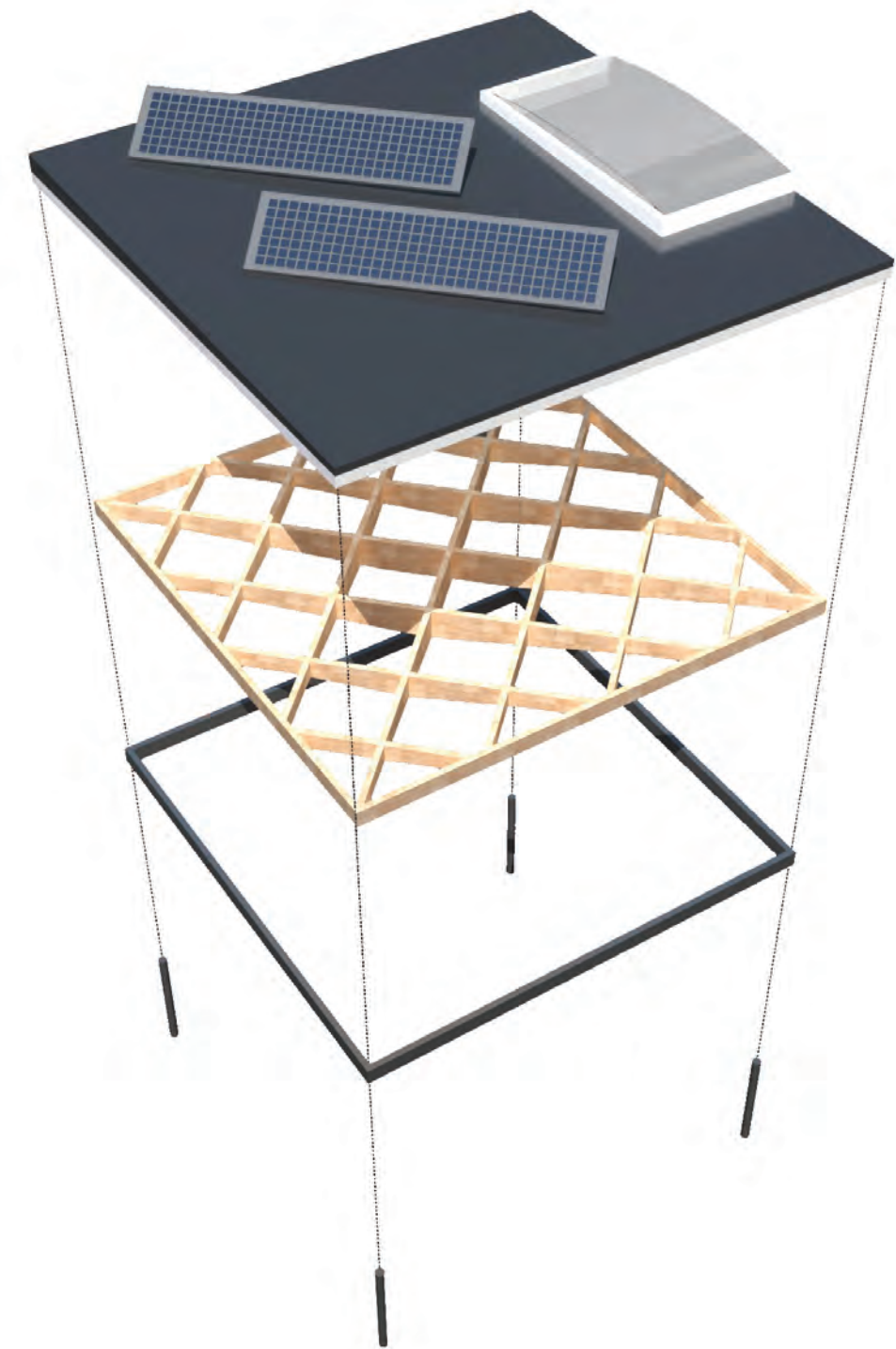
The roof grid is set at 45 degrees to the main body of the building for two reasons:

- to align it North-South, allowing it to work naturally with a north-light profile.
- to avoid long parallel lines in the atrium which would have the effect of distancing one edge from the other.

From above the main roof is a hard-working simple 'table' for the energy management equipment the building needs. We get as much plant on the roof as possible to keep more premium space available inside the building.

External Terraces:

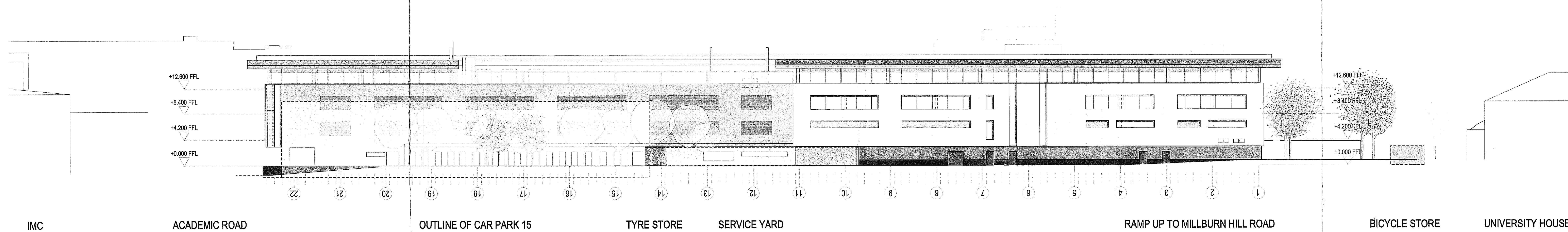
- Our visits to exemplar buildings during earlier design stages pointed out the benefits of well thought-out external areas as useful extensions for working.
- Provide spill out areas for users of the building while also collecting rainwater run-off. While not useful every day of the year, the idea of outside space for thought, air and a change of scene was well liked by building users. Terrace areas of varying sizes are provided at all four levels of the building



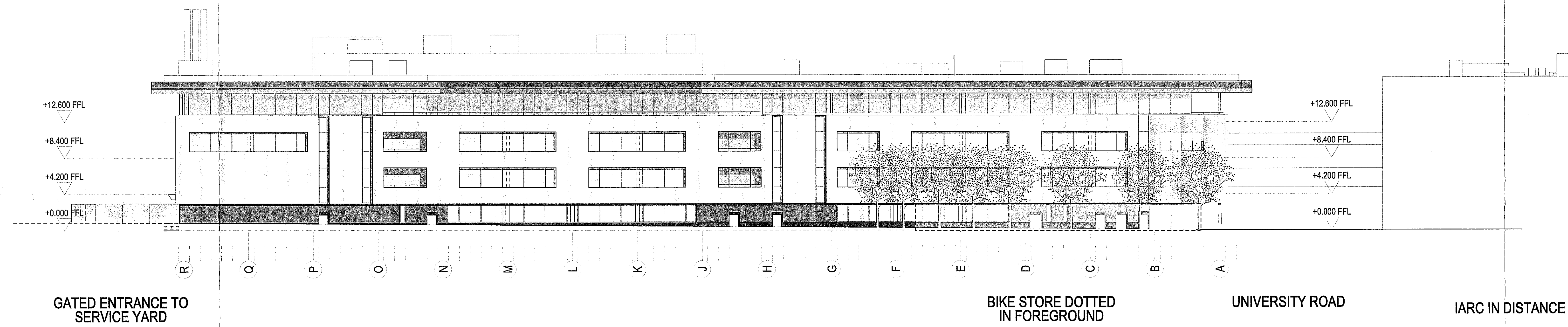
ROOF STRUCTURAL SYSTEM INTERFACE



VIEW ALONG UNIVERSITY ROAD; THE SOUTH-EAST APPROACH



P_009 Proposed North East Elevation
A 1:250 @ A0



P_009 Proposed North West Elevation
B 1:250 @ A0

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION:	
SUBJECT TO THE DESIGN CAPACITY OF THE STRUCTURE AND THE DESIGN OF THE FOUNDATIONS.	
Significant Potential Hazards	
Actions to be Taken	
Refer to Health and Safety Plan	

NOTES:

REV	DATE	DETAIL	DWG	CHK
P1	20/03/2014	Planning Issue	JM	LM

CITY DEVELOPMENT
DIRECTORATE
16 APR 2014
DEVELOPMENT
MANAGEMENT

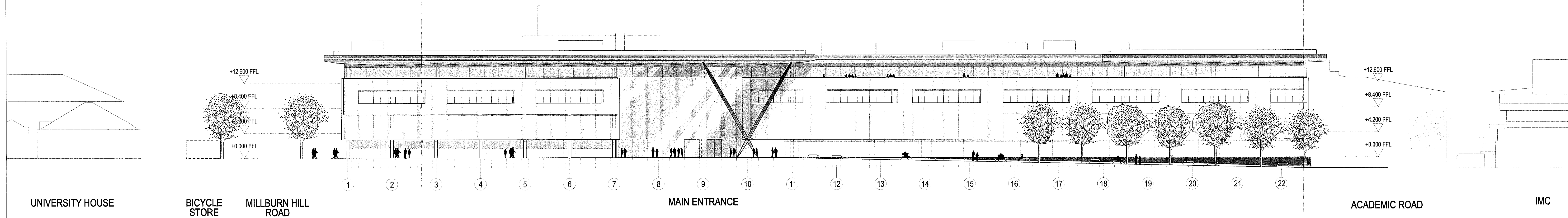
PROJECT TITLE Warwick Manufacturing Group National Automotive Innovation Centre	
DRAWING TITLE North East & North West Elevations	
DATE 20/03/2014	SCALE 1:250 1:500
STATUS Planning	DRAWN JM
	CHECKED LM

DRAWING NUMBER NAIC_P_009	REVISION P1
------------------------------	----------------

CULLINAN STUDIO
5 BALDWIN TERRACE LONDON N1 7RU TEL: 020 7704 1975
PROJECT EMAIL:
© CULLINAN CULLINAN ARCHITECTS LTD 2014

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION:	
SAFETY TO THE PUBLIC AND THE ENVIRONMENT	
Significant Hazards:	
Action to be Taken:	
Refer to Health and Safety Plan	

NOTES:



UNIVERSITY HOUSE

BICYCLE
STORE

MILLBURN HILL
ROAD

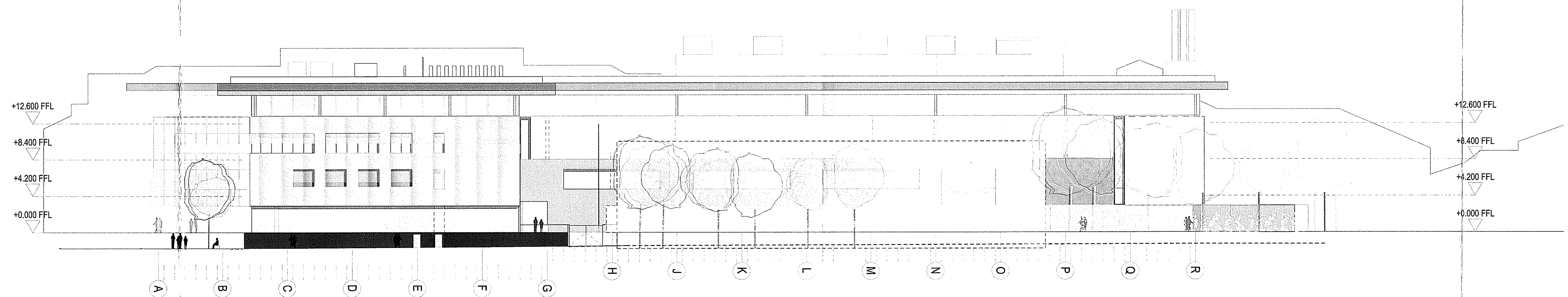
MAIN ENTRANCE

ACADEMIC ROAD

IMC

P_008 Proposed South West Elevation
A 1:250 @ A0

REV	DATE	DETAIL	BY	CHK
P1	20/03/2014	Planning Issue	JM	LM



UNIVERSITY ROAD
UNIVERSITY HOUSE
SHOWN BEHIND

ENTRANCE TO
SERVICE YARD

OUTLINE OF CAR PARK 15
SHOWN WITH DOTTED LINE

TYRE STORE

SCIENCE PARK

P_008 Proposed South East Elevation
B 1:250 @ A0

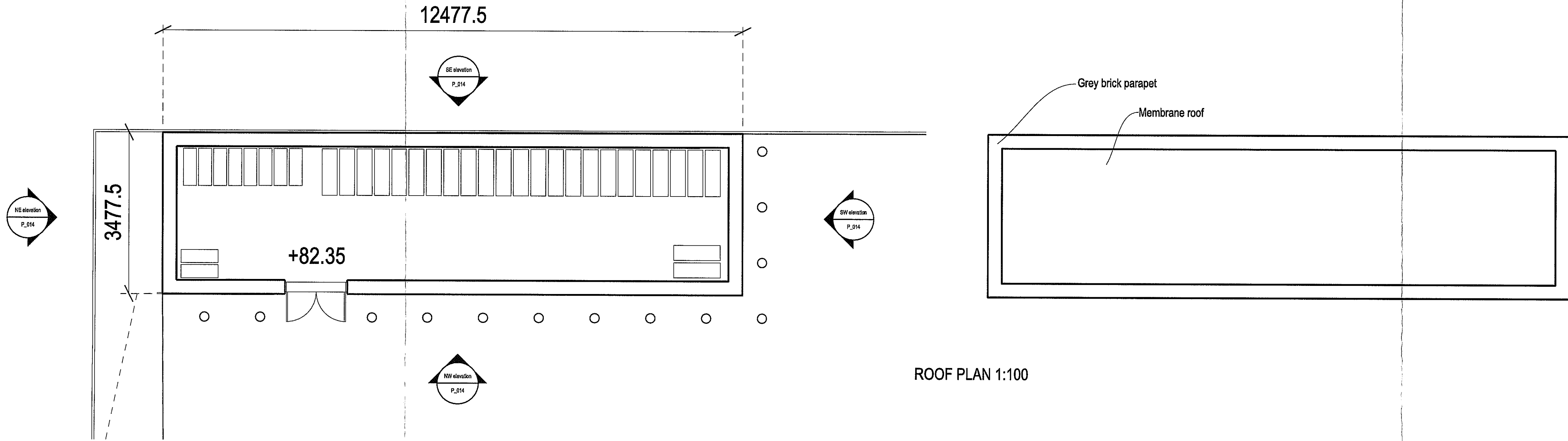
CITY DEVELOPMENT
DIRECTORATE
16 APR 2014
DEVELOPMENT
MANAGEMENT

PROJECT TITLE	
Warwick Manufacturing Group National Automotive Innovation Centre	
DRAWING TITLE	
South West & South East Elevations	
DATE	SCALE
20/03/2014	1:250 NTS
STATUS	DESIGN
Planning	JM

DRAWING NUMBER	REVISION
NAIC_P_008	P1

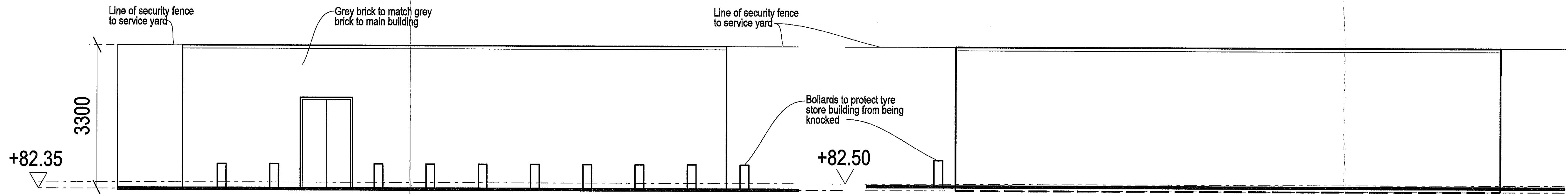
CULLINAN STUDIO
5 BALDWIN TERRACE LONDON N1 7RU TEL: 020 7704 1976
PROJECT EMAIL:

© EDWARD CULLINAN ARCHITECTS LTD 2014



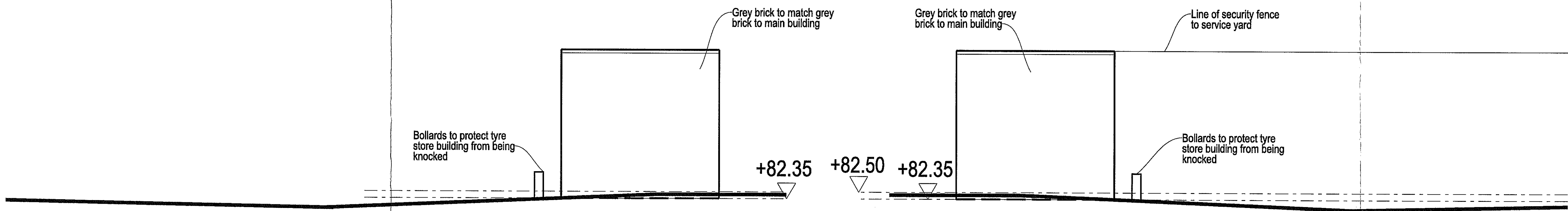
ROOF PLAN 1:100

PLAN TYRE STORE 1:100



NORTH-WEST ELEVATION 1:100

SOUTH-EAST ELEVATION 1:100



SOUTH-WEST ELEVATION 1:100

NORTH-EAST ELEVATION 1:100

Rev	Date	Revision	Drawn	Checked
P1	20/03/2014	Planning Issue	LM	BS

DATE	08/04/2014	STATUS	Planning	SCALE	1:100	DRAWN	LM	CHECKED	BS
PROJECT TITLE	Warwick Manufacturing Group National Automotive Innovation Centre				DRAWING TITLE	Tyre Store Plan and Elevations			

DRAWING NUMBER	NAIC_P_014	REVISION	P1
----------------	------------	----------	----

CULLINAN STUDIO

5 BALDWIN TERRACE LONDON N1 7RU TEL: 020 7704 1975
PROJECT EMAIL:

Check
if