

Planning Committee Report	
Planning Ref:	FM/2016/2785
Site:	Land at corner of St Patricks Road and Friars Road
Ward:	St Michaels
Applicant:	Crosslane Group
Proposal:	Erection of building to provide 583 student rooms in a combination of study bedrooms with shared kitchens and studio rooms, internal amenity/social space and a landscaped courtyard.
Case Officer:	Liam D'Onofrio

SUMMARY

The application proposes the redevelopment of a vacant plot within the City Centre with purpose built student accommodation. The building will have 583 student rooms in a mix of cluster flats and self-contained studio rooms with associated student common rooms, a staff management room and office. The scheme provides landscaped grounds and two roof terraces. No off-street parking is provided. The building will be articulated into visually distinct 3-storey, 7-storey, 10-storey and 20-storey blocks with an overall height of 63 metres.

KEY FACTS

Reason for report to committee:	Representations from more than 5 properties.
Current use of site:	Vacant land with original buildings demolished in approximately 2007.
Proposed building height:	Up to 63 metres high.
Proposed accommodation:	583 student rooms with a mix of cluster flats with shared accommodation and studio rooms.

RECOMMENDATION

Planning committee are recommended to Grant planning permission subject to conditions.

REASON FOR DECISION

1. The proposal is high quality design improving the character of the area
2. The proposal will not adversely impact upon highway safety.
3. The proposal will not adversely impact upon the amenity of neighbours.
4. The proposal accords with Policies OS4, BE2, H9, H12, AM1, AM12, AM22, EM4, EM5, EM6 and CC1 of the Coventry Development Plan 2001, together with the aims of the NPPF.

BACKGROUND

APPLICATION PROPOSAL

Planning permission is sought for the erection of a building to provide 583 student rooms in a mix of 4 bedroom, 5 bedroom and 6 bedroom cluster flats all with en-suites and shared living accommodation and individual studio rooms. There is a students' common room and management room and office at ground floor and a further common room on the 10th floor.

The building's built form will be visually separated into 3-storey, 7-storey and 10-storey elements rising to a 20-storey tower on the corner of Friars Road and St Patricks Road. The main tower will rise to 58 metres with an angled parapet top that rises close to 63 metres in height. The building will be constructed on a mix of gloss metallic and matt metallic panels and aluminium frame glazing above a red brick base.

A broad under-croft gated entrance from Friars Road leads to a large outdoor amenity space with landscaped areas for the benefit of the residents and a cycle parking area. Further garden terraces are proposed on the 7th and 10th floors. No car parking is proposed.

The application is accompanied by a Noise Impact Assessment, Air Quality Assessment, Flood Risk Assessment, Unexploded Ordnance Assessment, Travel Plan, Fire Strategy, Residents' Management Plan, Landscape Design Strategy, Daylight and Sunlight Assessment, Sustainability Statement, Ecological Survey and a Design and Access Statement.

SITE DESCRIPTION

The application site relates to a vacant plot of land located on the southeastern side of Friars Road and north of St Patricks Road and Ringway St Patricks. Friars Road and St Patricks Road were originally traditional residential streets, dissected from Manor Road to the south by the introduction of the ring road. The application site is flanked by traditional 2.5 storey terraced properties to the northeast and eastern site boundaries and a car park belonging to offices fronting Cheylesmore. Traditional semi-detached dwelling houses and the HMRC office block and associated car park are located on the opposite side of Friars Road to the west. The application site is within the Southside Area of the City Centre.

PLANNING HISTORY

There have been a number of historic planning applications on this site; the following are the most recent/relevant:

Application Number	Description of Development	Decision and Date
R/2006/0332	Demolition of existing dwellings and erection of multi-storey development including apartments, car parking and access	Granted 14/12/06
R/2005/0691	Demolition of existing dwellings and erection of multi-storey apartment block, with basement car parking	Withdrawn 25/01/07

POLICY

National Policy Guidance

National Planning Policy Framework (NPPF). The NPPF published in March 2012 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 good design is recognised as a key aspect of this.

The National Planning Practice Guidance (NPPG) 2014, this adds further context to the NPPF and it is intended that the two documents are read together.

Local Policy Guidance

The current local policy is provided within the Coventry Development Plan 2001 (CDP) relevant policy relating to this application is:

Policy OS3 – Local area regeneration
Policy OS4 – Creating a more sustainable city
Policy OS9 - Access by disabled people
Policy E10 – Accessibility to Job Opportunities
Policy EM2 - Air Quality
Policy EM4 - Flood risk and development
Policy EM5 - Pollution protection strategy
Policy EM6 - Contaminated land
Policy EM8 - Light pollution
Policy H1 - People and their housing needs
Policy H2 - Balancing new and existing housing
Policy H9 - Windfall additions to housing land supply
Policy H12 - Design and density of housing development
Policy AM1 - An integrated, accessible and sustainable transport strategy
Policy AM9 – Pedestrians in new developments
Policy AM12 - Cycling in new developments
Policy AM22 - Road safety in new developments
Policy BE2 - The principles of urban design
Policy BE7 - Gateways
Policy BE19 - Lighting
Policy BE20 - Landscape design and development
Policy BE21 - Safety and security
Policy GE14 - Protection of landscape features
Policy GE15 - Designing new development to accommodate wildlife
Policy CC1 – City Centre Strategy
Policy CC3 – A Living Heart
Policy CC11 – Sparkling through Good Quality Design and Management
Policy CC21 – The Southside Area

Emerging Policy Guidance

The Draft Local Plan 2016 to 2031 has been submitted to the Inspectorate, examination hearings are currently underway. Whilst the policies do not hold significant weight at this time, they will gain weight as the local plan continues through the process. Policies within the draft local plan that are relevant include:

Policy H10 - Student Accommodation
Policy R2 – Coventry City Centre – Development Strategy
Policy AC1 – Accessible Transport Network
Policy AC3 – Demand Management
Policy AC4 – Cycling and walking
Policy EM1 – Planning for Climate Change Adaptation
Policy EM4 – Flood Risk Management
Policy EM5 – Sustainable Drainage Systems
Policy EM6 – Air Quality

Supplementary Planning Guidance/ Documents (SPG/ SPD):

SPG Design Guidelines for New Residential Development
SPD Delivering a more sustainable city

CONSULTATION

No objections subject to conditions have been received from:

County Ecology
Highways
Environmental Protection
Severn Trent Water
Sustainability
Flood Risk Management
Skills and Growth Management
West Midlands Fire Service
West Midlands Police Service

No objection has been received from:

NATS/NERL (aviation)
Planning and Housing Policy
Open Space Society

Immediate neighbours and local councillors have been notified; two site notices were posted on each street frontage on 20/01/17. A press notice was displayed in the Coventry Telegraph on 26/01/17.

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

- a) The design, size and scale are completely out of character with the location of traditional houses/ monstrous scale and ugly design/taken with mass height and materials.
- b) The scheme has no sympathy with the architectural heritage and context of the City/another step towards replacing the ‘three spires’ image with a ‘concrete and glass’ image.
- c) The scheme reinforces Coventry’s reputation as a failing City fit only for high-density student dormitory accommodation.
- d) The scheme will have a significant detrimental impact upon neighbours’ amenity in terms of loss of sunlight, daylight and privacy.
- e) The high density scheme (583 residents) will raise traffic safety and parking issues, particularly the beginning/end of the academic year.
- f) The scheme will encourage noise and lead to disturbances.

- g) Question over need for student accommodation.
- h) Suggestion to locate building in Station development [Friargate] where the height/scale would be more in keeping or if development were to go ahead to reduce height.

The Coventry Society has objected to the scheme raising the following concerns:

- In the City Centre Area Action Plan (AAP) never intended to encourage such a large scale high rise development.
- The massing has a negative effect on the adjacent properties - the application has not proved that the impact on these properties is reasonable.
- The sheer height and capacity of the tower block at the corner of St Patrick's Road and Friars Road indicates over development of the site, and this element of the complex should be revisited with a view to bringing the building's height down to a more reasonable level.
- We endorse the concept of a green living roof as an attractive feature also helping to provide a heating sink in the city centre.

Any further comments received will be reported within late representations.

APPRAISAL

The main issues in determining this application are the principle of the development, siting and design, the impact upon neighbouring amenity, highway considerations, flood risk, noise, air quality, contaminated land, sustainability and ecology/landscaping.

Principle of development

The NPPF 2012, paragraph 49 indicates that housing applications should be considered in the context of the presumption in favour of sustainable development. NPPF Paragraph 7 identifies three dimensions to sustainable development, summarised as: the economic role – contributing to building a strong, responsive and competitive economy; the social role – supporting strong, vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations within a high quality built environment; and the environmental role - contributing to protecting and enhancing the natural, built and historic environment, including adapting to climate change and moving to a low carbon economy.

Local Plan Policy H1 states that all existing and proposed citizens should have access to a range of housing that is of satisfactory size and condition and within a high quality residential environment. Policy H2 highlights that priority for new housing should be given to the re-use of previously development land and buildings. Policy H9 dealing with windfall housing sites indicates that proposals for housing development on sites not identified will be permitted subject to: compatibility with nearby uses; the provision of an attractive residential environment; convenient pedestrian access to local facilities; being well served by public transport; and compatibility with other plan policies.

The proposed residential use is compatible with the mix of surrounding uses and the scheme will provide a high quality residential environment in a highly sustainable location within the City Centre with excellent access to shops, local services and facilities, the Coventry University Campus and public transport. The proposed development makes use of previously developed and currently vacant land and

introduces a sympathetically designed building that assimilates into its urban City Centre context despite its large scale.

The NPPF 2012 Paragraph 23 notes that local authorities should recognise that residential development can play an important role in ensuring the vitality of centres. Local Plan Policy CC3 seeks to promote and encourage a 'living heart' for the City Centre with a mix of housing, employment and education sites. It is recognised that the provision of purpose built student accommodation close to the University can also help to alleviate pressure on the conversion of family homes within the surrounding suburbs.

The scheme is not considered to have an adverse impact upon the natural, built or historic environment. Conditions will be imposed to ensure a minimum of 10% of the development's energy requirements are provided through the on-site generation of renewable energy and/ or low carbon technologies.

The development is therefore considered to be acceptable in principle.

Siting/Design

The NPPF Paragraph 56 states that the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Policy H12 of the Local Plan States that: a high standard of design will be required for new housing development in the City. The density of development should represent the most efficient use of sites consistent with the principles of good design and the creation of a sufficient range of high quality residential environments. Policy BE2 seeks to promote high quality urban design.

The application site sits adjacent to the open expanse of the ring road and opposite the Friargate development, an office-led development of Coventry's new business quarter linking the city's railway station to the City Centre, of which development of the first building 'One Friargate' is nearing completion. The application site also sits adjacent to more traditional terraced dwellinghouses on Friars Road and St Patricks Road. The representations received regarding the proposed buildings scale and its negative impact upon the City Centre and its historic spires are carefully noted.

The three spires of St Michael, Holy Trinity and Christchurch are clearly iconic to Coventry and an important link to the City's mediaeval past; however they are only part of the City's history and evolution. There are a mix of buildings within the City Centre in juxtaposition of old and new, large and small, all forming part of its rich history and eclectic character.

The City Centre Action Plan identifies that this site fronting the ring road is a 'key corner and focal point', and is considered appropriate for a landmark building. The site is not within or near to the Cathedral Quarter where a building of such scale could affect the character and setting of listed buildings and associated spires. Although Officers note that one of the City Centre's tallest towers, Priory Hall a 19 storey building, also of some 63 metres in height, sits immediately adjacent to Coventry Cathedral on Priory Street.

Whilst this 1960's tower block is clearly 'of its time' it is a clear example of how tall buildings integrate into the wider context of the City Centre.

There is therefore clear scope for a landmark tower on the site fronting the ring road and within close proximity to other large scale buildings. The building will provide a visual link between tall buildings on this northern section of the ring road and the Friargate development around the Station to the south. The building will also give good legibility as a gateway building helping visitors orientate themselves back towards the Train Station via the footbridge over the ring road. To give some context the proposed building will be up to 63 metres high, which is comparable in height with Priory Hall and Civic Centre 4. Mercia House adjacent to Lower Precinct is 68 metres high, the Ramada Hotel on Butts is 58 metres high and One Friargate on the opposite side of the ring road is 53 metres high. For reference the spire of St Michael is 90m high, the tallest building within the City.

The proposed building height is therefore considered to be easily accommodated. A reduction in the height of the building by several floors, or indeed the increase in the height of the building by several floors will have little effect upon the visibility of the building. Away from the ring road and within the City Centre the proposed building will only be glimpsed between the gaps of other buildings at street level and viewed within this overall context.

A view analysis has been undertaken of the three church spires from surrounding areas of the City, as part of the Council's emerging AAP. The proposed development will not affect any long vistas of the spires from main thoroughfares into the City. The Manor Road footbridge over the ring road is noted as offering limited views of the tops of the spires of Christchurch and St Michael. The development will obscure pedestrians' view of the spire of St Michael for only a short distance on the footbridge; however the spire will come back into view as pedestrians reach Friars Road. It is noted that a building of a smaller scale on this corner site would still obscure the view of the spire from the bridge. The impact upon views is therefore limited and it is considered important that the site, identified in the AAP for a focal building, should retain an appropriate 'landmark scale' to the ring road.

A previous tall building was approved in this location under R/2006/0332, which had 15 floors and was 46m high. The development was 'clumsier' in its approach to its relationship with the adjoining terraced properties. The scale and massing of the proposed building will better respect and harmonise with the streetscene. The proposed building is well articulated with varied heights, from 3-storeys adjacent to the period terraced houses, rising to 7-storeys (the longer St Patricks Road elevation only), 10-storeys and 20-storeys to the main tower (ground floor plus 19 floors). The recessed glazed elements and height changes break up the overall form well and the main tower's shape and height provides slender proportions. Aluminium cladding materials will provide a contemporary solution with window rebates that deepen and recede from the façade following the subtle fold in the building's profile that also follows a colour change within the cladding. The applicant states that the architectural fold is informed by Coventry's car manufacturing heritage and seeks to animate the façade and better catch reflections of the sky. Officers have requested additional windows on the northeast elevation to break up the NE façade viewed from Friars Road when looking back towards the ring road and plans have been amended accordingly.

The design has also been well considered at street level and lower elevations will be completed in brickwork to complement materials on the adjoining terraced properties. Brickwork has been altered from blue engineering bricks to red bricks to better achieve this materials match. The scheme includes public realm improvements with new hard standing and street tree planting. A condition is suggested to secure exact material details and engineering details for the footway works.

There have been some negative comments from local residents regarding the City Centre; however Coventry is firmly moving forward and is continuing to see significant improvements to the built environment. The proposal will transform a derelict site that has stood empty for some 9 years into a truly landmark building. Officers consider this to be a highly positive development of appropriate scale and design that reflects the aspirations of the City.

Impact on neighbouring amenity

The proposed development has been designed to ensure that the 45-degree visibility splays measured from windows on adjoining properties have been respected. The proposed building is three-storey adjacent to the neighbouring terraced properties to create a more sympathetic transition between the old and new and the building will be set further off the common boundaries and have less depth than the large detached and semi-detached period properties that previously occupied the site. The scheme is an improvement over the bulkier, albeit no longer extant, 2006 scheme, which was also considered acceptable. The switch gear and plant room will be housed within an unobtrusive single storey flat roof building to the northeast boundary with No.29/29a Friars Road.

Window-to-window separation distances are acceptable to the adjoining terraces and the proposed end walls are blank to limit any overlooking potential. The period properties on the opposite side of Friars Road will be set between 15.8 metres and 17.3 metres from the proposed development, however in terms of window-to-window separation this is over a public space and fairly consistent with separation between buildings on the rest of the street.

Although general separation is considered to be acceptable a proposal of such scale and massing will have some impact upon surrounding properties in terms of outlook, light and over-shadowing. The application is accompanied by a Daylight and Sunlight Assessment, which provides a technical analysis with the aid of computer modelling. The Assessment states that the scheme demonstrates very high levels of compliance with Building Research Establishment (BRE) Guidelines, with only very minor, isolated windows/rooms that do not meet the targets. Overall, the detailed technical assessment indicates a 77% compliance with the 'Vertical Sky Component' (VSC) daylight criteria; 100% compliance with the 'Average Daylight Factor' (ADF) daylight criteria, and 95% compliance for the 'No Sky Line' (NSL) daylight distribution criteria. There is an 80% compliance rate with the 'Annual Probable Sunlight Hours' (APSH) sunlight criteria. The Assessment concludes that these results are entirely acceptable. The BRE Guidelines state that: "Although the Daylight and Sunlight Assessment gives numerical guidelines, these should be interpreted flexibly because natural lighting is only one of many factors in site layout design".

Taking into account all factors in terms of the high compliance rate within the Daylight and Sunlight Assessment, compliance with the 45-degree sightlines and acceptable window-to-window separation distances the development is not considered to result in any significant adverse impact upon the adjoining occupiers' outlook, light, privacy or amenity that would warrant refusal of the scheme.

Residents' concerns regarding the density of the scheme and the potential for traffic and parking issues are carefully noted. It is considered that purpose built student accommodation is best placed within the City Centre within a highly sustainable location and with easy access to the University campus, shops, services and public transport. The provision of purpose built and well located student accommodation will also help to reduce existing pressures upon family housing being used to house students and the associated change to the community balance within the City's residential areas.

There will be up to 583 student rooms, however to provide some context significant numbers of people will move into and out of the City Centre each day. As just one example; the Coventry Station Masterplan Report indicates that 17,000 passengers use Coventry Railway Station each day with 2000 using the station per hour at morning and evening peaks. Any movements associated with the proposal would be easily absorbed into the surrounding busy City streets. Residents are also more likely to stay within the City Centre, as other commuters leave for home, supporting the City Centre's evening economy and adding life and activity.

In terms of safety and security West Midlands Police have raised no objections but have commented on security measures, such as access control systems and CCTV. The applicant confirms that they are a specialist in the management and operation of student accommodation and have provided a Management Plan, which covers matters such as staff and resident coordinators, on-site security such as CCTV and door key fobs, Tenant obligations and refuse management. A condition is suggested to secure a Residents' Management Plan.

West Midland's Police also note that the roof gardens can, if not correctly designed, encourage acts of self-harm, drunken behaviour and criminal damage (e.g. items being thrown from the roof area). To mitigate such concerns the Police recommend that an appropriately designed barrier/screen be introduced to all sides of the roof terraces that is not be capable of being climbed and no benches or items that can be used as footholds are situated alongside the edge of the terrace. Furthermore all hard landscaping and street furniture should be securely fixed down in order to prevent removal or vandalism. A condition is suggested to secure details of the roof terrace barriers and layout to ensure the Police advice is met.

West Midland's Fire Service has raised no objection to the scheme but has commented on fire access. These comments will be added as a note as they are controlled through separate Building Regulations legislation.

The scheme is not therefore considered to result in any significant impact to the amenities of the occupiers of surrounding properties.

Highway considerations

The scheme proposes no car parking; however the site will be located within a highly sustainable City Centre location. The Highway Authority has raised no objection to the scheme, subject to conditions to secure cycle parking, close existing redundant vehicle access crossings by raising dropped kerbs, securing a resident/student accommodation drop-off/pick-up and servicing management plan and a construction management plan.

An acceptable level of cycle parking is considered to have been provided within the site, given that it is within easy walking distance of all services and facilities. Officers are keen to ensure that there is not an over-provision of cycle spaces and there is additional space set aside for extra cycle parking if required. A condition is suggested to require the applicant to submit a review of cycle parking provision within one year of the first occupation of the building and if the review identifies the lack of cycle parking as a barrier to residents travelling by cycle, additional cycle parking shall be agreed and provided accordingly.

The bin store area is located within 25 metres of the highway, within easy collection distance.

Flood Risk

Policy EM4 of the Local Plan states that development should be designed and located to minimise the risk of flooding and to maximise the absorption of surface water run-off by the ground.

The Council's Flood Risk Management Team have raised no objection to the proposed development, subject to securing conditions

Noise and Air quality

Policy EM5 of the CDP states that proposals which could result in the pollution of water, air or ground or pollution through noise, dust, vibration, smell, light, heat or radiation will only be permitted if: the health, safety and amenity of the users of the land and neighbouring land; and the quality and enjoyment of the environment are assured. Policy EM2 states that where damage to air quality cannot be satisfactorily mitigated, development will not be permitted.

Environmental Protection requested a pre-determinative noise survey to assess whether there would be an adverse noise impact to future residents. The report has been submitted and assessed by Environmental Protection, who has confirmed that they have no further concerns in relation to noise.

Environmental Protection confirm that this location is within the Council's Air Quality Management Area and in order to minimise the impact of the development on local air quality recommend a condition to ensure that any gas boilers installed in the building have a low emission rate (<40mg/kWh).

A condition to secure a Construction Management Plan to outline noise and dust mitigation measures to be undertaken during construction has also been requested.

Contaminated land

Policy EM6 of the CDP 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 safety of the development proposed and its users are identified and implemented.

Council records indicate that Environmental Protection have received complaints of fly tipping on this site and aerial photos show areas of waste disposal. It is also in close proximity to an area of former factory/works. Contaminated land conditions for investigation, risk assessment and remediation are therefore required.

An initial Unexploded Ordnance (UXO) Risk Assessment has been submitted. Given the proximity of the site to known WWII bomb drop areas Environmental Protection have requested a condition to secure a detailed UXO Risk Assessment prior to the commencing of any works on site.

Sustainability

Policy OS4 of the CDP seeks to promote the good stewardship of the natural and built environment whilst the SPD 'Delivering a more sustainable city' also encourages sustainable development. The NPPF states that the purpose of planning is to help achieve sustainable development and this feeds into one of the NPPF's three dimensions to sustainable development – the environmental role, supporting the transition to a low-carbon future.

The supporting Sustainability Statement considers that Combined Heat and Power (CHP) and solar PV are the most appropriate low carbon technologies for the development. However a review of the roof area indicates that 10% renewable contribution cannot be met from the available roof space. CHP is considered the best option at present and would also allow adaptation to connect to a district heating system should this be available at a future date. The Council's Sustainability Officer confirms this potential and that Heatline is to be expanded to connect to Friargate, to which this development is adjacent. There is also potential to provide better insulation within the construction of the building (the fabric first approach) to reduce the overall energy demand for heating. It is considered that these details can be successfully secured by condition.

Ecology/landscaping

The County Ecologist has confirmed that the site has no specific nature conservation designation, and there are no records of protected or notable species within the application site, although there are records for bats, hedgehog, common toad and common frog in the surrounding area.

The application site comprises unmanaged grassland, tall-herb vegetation, bramble scrub, bare earth and hard-standing and would not therefore result in the loss of habitats of significant interest. Nevertheless habitats that would be lost are of value to local wildlife such as nesting and foraging birds, and invertebrates. The County Ecologist has therefore recommended that the development incorporates biodiversity measures as compensation for the habitats lost and enhancement measures to ensure no net loss of biodiversity through a combined ecological and landscaping scheme condition.

Conclusion

The application is considered to be acceptable in terms of the principle of development as student accommodation in this highly sustainable location. The design of the development is considered to be of high quality and is not considered that the development will have any significant adverse impact upon neighbouring amenity or highway safety. Subject to conditions the application is considered acceptable with regards to noise and air quality, contaminated land, ecology, sustainability, flood risk and drainage. The reason for Coventry City Council granting planning permission is because the development is in accordance with: Policies OS4, BE2, H9, H12, AM1, AM12, AM22, EM4, EM5, EM6 and CC1 of the Coventry Development Plan 2001, SPG, together with the aims of the NPPF.

CONDITIONS/REASON

1. The development hereby permitted shall begin no later than three years from the date of this permission.

Reason: *To comply with Section 91 of the Town and Country Planning Act 1990.*

2. The development hereby permitted shall be carried out in accordance with the following approved documents: AE-20-XX-XX-001 -REV_P2; AE-20-XX-XX-002 REV_P2; AE-20-XX-XX-003 REV_P2; AE-20-XX-XX-003 REV_P2; AE-20-XX-XX-005 REV_P2; AE-20-XX-XX-006 REV_P2; AL-20-XX-00-001 -REV_P1; AL-20-XX-00-002; AL-20-XX-01-001 - REV_P1; AL-20-XX-02-001 REV_P1; AL-20-XX-03-001 REV_P1; AL-20-XX-04-001 REV_P1; AL-20-XX-05-001 REV_P1; AL-20-XX-06-001 REV_P1; AL-20-XX-07-001 REV_P1; AL-20-XX-08-001 REV_P1; AL-20-XX-10-001; AL-20-XX-13-001; AL-20-XX-17-001.

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

3. An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site and any report of the findings must be submitted to and approved in writing by the local planning authority prior to first occupation. The report of the findings, to be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11', must include; (i) a survey of the extent, scale and nature of contamination; (ii) an assessment of the potential risk to; human health, property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, groundwaters and surface waters, ecological systems, archaeological sites and ancient monument; (iii) an appraisal of remedial options, and proposal of the preferred option(s).

Reason: *To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled water, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in*

accordance with Policy EM6 of the Coventry Development Plan 2001.

4. The development shall be undertaken in accordance with a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared which shall be submitted to and approved in writing by the local planning authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: *To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled water, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy EM6 of the Coventry Development Plan 2001.*

5. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the local planning authority. The local planning authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced shall be submitted to and approved in writing by the local planning authority.

Reason: *To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled water, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy EM6 of the Coventry Development Plan 2001.*

6. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the local planning authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 3, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 4, which shall be submitted to and approved in writing by the local planning authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the local planning authority in accordance with condition 5.

Reason: *To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled water, property and ecological systems, and to ensure that the development can be carried*

out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy EM6 of the Coventry Development Plan 2001.

7. The development hereby permitted shall be carried out only in strict accordance with details of surface and foul water drainage works which have been submitted to and approved in writing by the local planning authority. The approved systems shall thereafter be retained and shall be managed and maintained in strict accordance with the approved details.

Reason: *To ensure that adequate drainage facilities are available for the satisfactory and proper development of the site in accordance with policy EM6 of the Coventry Development Plan 2001.*

8. Prior to commencement of development hereby approved, the following information shall be submitted to and approved in writing by the local planning authority.: i) A scheme for the provision of surface water drainage, fully incorporating a Sustainable Drainage System (SuDS) with particular emphasis on attenuation techniques; ii) A detailed strategy for the long-term maintenance of the SuDS and other surface water drainage systems on site; iii) Development discharge rates (to be managed at Qbar greenfield rates minus 20%); iv) Provisions for the drainage of the site to ensure that there are no temporary increases in flood risk, on or off the site, during the construction phase and to ensure that there is no discharge of surface water to the public highway; v) Provision of an intrusive ground investigation report to establish the depth and type of strata, including percolation results in accordance with BRE 365 and the presence and risk associated with migrant contaminants, which provide evidence of existing groundwater levels and seasonal variation, in order to inform the drainage design; vi) Evidence that all 'within building plot' drainage has been considered for the incorporation of water re-use systems, such as grey water harvesting, to manage down both peak and total rainfall runoff discharging to sewer systems, watercourses and groundwater; vii) Evidence of consideration for the implementation of permeable paving for the management of total surface water flows, and water filtering in accordance with Coventry City Council's adopted Supplementary Planning Document for 'Delivering a More Sustainable City'; viii) Finished floor slab levels must be a minimum 150mm above the 1 in 100 year pluvial flood levels, and above the 1 in 1000 year fluvial flood levels. Once approved all details shall be implemented in full and maintained in accordance with the approved documentation.

Reason: *To ensure that a satisfactory means of drainage is provided such as to minimise flooding and which promotes and maintains the good stewardship of the natural and built environment in accordance with the Water Framework Directive and Policies EM4 and OS4 of the Coventry Development Plan 2001 and the Supplementary Planning Document 'Delivering a More Sustainable City'.*

9. The development (including any works of demolition) shall proceed only in strict accordance with a construction method statement which has been submitted to and approved in writing by the local planning authority. The approved statement shall be strictly adhered to throughout the construction period and shall provide for: the parking of vehicles of site operatives and visitors; the loading and

unloading of plant and materials; the storage of plant and materials used in constructing the development; the erection and maintenance of a security hoarding including decorative displays and facilities for public viewing where appropriate; wheel washing facilities and other measures to ensure that any vehicle, plant or equipment leaving the application site does not carry mud or deposit other materials onto the public highway; and measures to control the emission of dust and dirt during construction works.

Reason: *In the interests of highway safety and the amenities of the occupiers of nearby properties in accordance with Policies EM5 and AM1 of the Coventry Development Plan 2001.*

10. The development shall be carried out only in full accordance with sample details of the facing materials, which have been submitted to and approved in writing by the local planning authority.

Reason: *To ensure that the proposed development has a satisfactory external appearance in the interests of the visual amenities of the area in accordance with Policy BE2 of the Coventry Development Plan 2001.*

11. Before the development hereby authorised is first occupied all redundant existing vehicular access points onto St. Patricks Road and Friars Road shall have been permanently closed and the footway reinstated and proposed footway works completed as shown on drawing 101 rev A, dated 10.11.16 in accordance with full engineering details to be submitted to and approved in writing by the Local Planning Authority.

Reason: *In the interests of visual amenity and highway safety in accordance with Policies AM1, BE2 and BE20 of the Coventry Development Plan 2001.*

12. Prior to the first occupation of the residential building hereby permitted, an updated student management plan shall have been submitted to and approved in writing by the local planning authority, which sets out clear arrangements for the beginning and end of terms for students moving into and out of the accommodation. Thereafter the building shall only operate in accordance with the approved details.

Reason: *To ensure that the development is compatible with nearby uses and so that it does not adversely impact upon the safe and free flow of traffic in the vicinity of the site in accordance with Policies AM1 and AM22 of the Coventry Development Plan 2001.*

13. The development hereby permitted shall not be commenced unless and until a scheme showing how a) at least 10% of the predicted energy requirement of the development will be produced on or near to the site from renewable energy resources, and/or b) a scheme showing how at least 10% of the energy demand of the development and its CO₂ emissions would be reduced through the initial construction methods and materials and/or c) a Scheme of Works to connect to the Coventry Heatline has been submitted to and approved in writing by the Local Planning Authority. The development shall not be first occupied until all the

works within the approved scheme have been completed and thereafter the works shall be retained at all times and shall be maintained strictly in accordance with manufacturer's specifications.

Reason: *To comply with the provision the National Planning Policy Framework and in accord with Policy OS4 of the Coventry Development Plan 2001.*

14. The development hereby permitted shall only be undertaken in strict accordance with details of a combined ecological and landscaping scheme, which has been submitted to and approved in writing by the local planning authority. Hard landscaping works shall include boundary treatments, including full details of the proposed boundary walls, railings and gates to be erected, specifying the colour of the railings and gates; footpaths; and hard surfacing which shall be made of porous materials or provision shall be made to direct run-off water from the hard surface to a permeable or porous area. The hard landscaping works shall be completed in full accordance with the approved details within three months of the first occupation of the development hereby permitted. Soft landscaping details should include detailed drawings, details of substrate types and depths, habitats to be created, plant species composition, and a maintenance and management plan and should be completed within the first planting season following occupation. Any tree(s) or shrub(s) which within a period of five years from the completion of the development dies, is removed or becomes in the opinion of the local planning authority seriously damaged, defective or diseased shall be replaced in the next planting season with another of similar size and species, unless the local planning authority gives written consent to any variation. All hedging, tree(s) and shrub(s) shall be planted in accordance with British Standard BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations and BS4428 - Code of Practice for General Landscape Operations.

Reason: *In accordance with NPPF, ODPM Circular 2005/06 and the aims and objectives of Policies BE2 and BE20 of the Coventry Development Plan 2001.*

15. In order to minimise the impact of the development on local air quality any gas boilers must meet a dry NO_x emission rate of <40mg/kWh.

Reason: *In the interests of protecting and improving local air quality in accordance with Policy EM2 of the Coventry Development Plan 2001.*

16. No part of the residential accommodation hereby permitted shall be occupied unless and until the external amenity space and bin storage areas have been laid out and provided in full accordance with the approved details and thereafter these facilities shall remain available for use at all times.

Reason: *In the interests of the amenities of the future occupants of the residential accommodation in accordance with Policies BE2 & H12 of the Coventry Development Plan 2001.*

17. The development hereby permitted shall not commence unless and until large scale details for the roof terrace barriers/privacy screens and terrace furniture

have been submitted to and approved in writing by the local planning authority. Details should demonstrate that barriers/screens are not capable of being climbed and hard landscaping and furniture such as benches are securely fixed and located in areas where they cannot be used as footholds. All details shall be carried out as approved prior to first occupation of the building and once installed they shall not be removed or altered in any way.

Reason: *To protect the safety and security of future occupiers in accordance with Policies BE2 and BE21 of the Coventry Development Plan 2001.*

18. The development hereby permitted shall not commence unless and until a Desk Study for Potential Unexploded Ordnance Contamination and a risk mitigation strategy has been submitted to and approved in writing by the Local Planning Authority. The development shall proceed in strict accordance with the approved details.

Reason: *To safeguard health, safety and the environment in accordance with Policy EM6 of the Coventry Development Plan 2001.*

19. The development hereby permitted shall not commence unless and until details of all earthworks, mounding and the finished floor levels of all buildings, together with details of existing and proposed site levels on the application site and the relationship with adjacent land and buildings has been submitted to and approved in writing by the local planning authority. The development shall be carried out in strict accordance with these approved details or any subsequently approved amendments.

Reason: *To ensure sufficient information is submitted to demonstrate a satisfactory relationship between the proposed development and adjacent land and buildings in the interests of amenity in accordance with Policy BE2 of the Coventry Development Plan 2001.*

20. The building shall not be occupied unless and until cycle parking has been provided in accordance with details that have been submitted to and approved in writing by the local planning authority and thereafter those facilities shall remain available for use at all times.

Reason: *In the interests of encouraging the use of alternative modes of transport with the aim of creating a more sustainable city in accordance with Policies OS4 & AM12 of the Coventry Development Plan 2001.*

21. Notwithstanding the requirements set out within condition 20, within one year of the first occupation of the building hereby permitted a review of the cycle parking provision shall have been submitted to the local planning authority. If the review identifies the lack of cycle parking as a barrier to residents travelling by cycle, additional cycle parking shall be provided within 6 months of the date of that review in accordance with details submitted to and approved in writing by the local planning authority. Thereafter such cycle parking shall remain available for use at all times.

Reason: *In the interests of encouraging the use of alternative modes of transport with the aim of creating a more sustainable city in accordance with Policies OS4 & AM12 of the Coventry Development Plan 2001*

22. No development shall take place until a scheme for targeting and utilising local people for construction and post construction employment has been submitted to and approved in writing by the local planning authority. Thereafter, the scheme shall be implemented in full accordance with the approved details.

Reason: *In the interests of promoting employment opportunities for local people in accordance with Policy E10 of the Coventry Development Plan 2001.*

[Existing Site Plan](#)

[Proposed Elevations 1 & 2](#)

[Proposed Elevations 3 & 4](#)

[Proposed Elevations 5 & 6](#)

[Proposed Elevations 7 & 8](#)

[Level 0 GA Plan Room Types](#)

[Level 7 GA Plan Room Types](#)

[Level 10, 11 & 12 GA Plan Room Types](#)

[Indicative Roof Proposals 10 & 7](#)

[Viewpoint 11 Final View](#)