

<b>Planning Committee Report</b>	
<b>Planning Ref:</b>	FUL/2018/0800
<b>Site:</b>	429 Fletchamstead Highway
<b>Ward:</b>	Westwood
<b>Applicant:</b>	D & R Malhan
<b>Proposal:</b>	Demolition of existing buildings on site and erection of new building to provide 29 student accommodation units (210 bedrooms)
<b>Case Officer:</b>	Liam D'Onofrio

### **SUMMARY**

Planning permission is sought for the demolition of existing buildings on site and the erection of a building of between 2.5 and 6 storeys to provide 29 student accommodation units (210 bedrooms), with associated parking, landscaping and bin/cycle storage facilities.

### **BACKGROUND**

The previous application FUL/2017/2197 for a new student building of 222 bedrooms was withdrawn to allow an improved design solution to be provided incorporating advice from the Council's urban design officer.

### **KEY FACTS**

<b>Reason for report to committee:</b>	Representations from more than 5 properties
<b>Current use of site:</b>	Car dealership (sui generis) and car repairs/valeting/MOTs (B2 use Class)
<b>Proposed use of site:</b>	Student cluster flats (sui generis)

### **RECOMMENDATION**

Planning committee are recommended to delegate the grant of planning permission to the Head of Planning and Regulatory Services subject to conditions and subject to the completion of a S106 Agreement to secure the contributions and obligations listed within the report.

### **REASON FOR DECISION**

- The proposal is acceptable in principle.
- The proposal will create an acceptable design solution.
- The proposal will not adversely impact upon highway safety.
- The proposal will not adversely impact upon the amenity of neighbours.
- The proposal makes provision for necessary developer contributions.
- The proposal accords with Policies DS3, H10, JE3, IM1, AC1, AC2, AC3, EM4, EM7 and HE2 of the Coventry Local Plan 2016, together with the aims of the NPPF.

## BACKGROUND

### **APPLICATION PROPOSAL**

Planning permission is sought for the demolition of the existing buildings on site and the erection of a new building to provide 29 student accommodation units (210 bedrooms). The building has varying heights, with a two and a half storey frontage to Standard Avenue (8.7m high) rising to six storeys within the distinctive rotunda fronting the A45 (17.7m high).

The building is divided into 4,6,7,8 or 9 bedroom cluster flats with shared kitchens. The applicant confirms that bedrooms all have dedicated ensuites and have been designed to the Warwick University standard for size and fittings/storage. The communal kitchen to each unit has also been designed to the Warwick University standard.

The Design and Access Statement (DAS) indicates that the main entrance off Fletchamstead Highway features a large communal lounge for the students as well as a quiet study room and security/reception office. There is also a large cycle store with 213 secure cycle parking spaces located securely within the building and a large amenity space garden of 330sqm to the rear, which is allocated as a communal garden for the students to enjoy but is located away from any existing residential homes. A large bin store is provided to the rear of the site. The vehicular access is located off Standard Avenue with off-street parking available for 26 cars (including three disabled parking bays).

In terms of design the supporting DAS states: 'the building uses facing brickwork and render and reflects the residential nature of Standard Avenue including mansard roofs with a zinc style finish to the top floor. This then rises up towards the A45 and finishes with a rotunda landmark again with facing brickwork and render. The appearance of the building has been designed to enhance the site and the surrounding area whilst respecting the existing buildings. The breaking up of the long façade on Standard Avenue to form 'blocks' separated by glazed circulation allows the building to follow the residential language and rhythm in appearance and scale of the street'.

### **SITE DESCRIPTION**

The application site relates to a rectangular site fronting the southern side of Standard Avenue and the western side of the A45 (Fletchamstead Highway). The site is currently occupied by *Autochoice*, a used car sales and MOT/service centre (sui generis/B2 use) and comprises a two-storey brick building fronting onto the A45 used as offices/showroom (which was originally The Fletchamstead Hotel and was renamed "The Fletch" public house in 1964, finally closing in 2010). There are two modern industrial buildings located within the site used for servicing of vehicles, surrounded by car parking and bounded by a palisade fence.

Standard Avenue is characterised by two-storey terraced housing, which also fronts the A45 to the north of the application site. A Jaguar car dealership (Guy Salmon) and industrial units are located to the south of the site. Sainsbury's supermarket is located on the opposite side of the highway to the east along with several fast food takeaways.

### **PLANNING HISTORY**

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

<b>Application Number</b>	<b>Description of Development</b>	<b>Decision and Date</b>
---------------------------	-----------------------------------	--------------------------

FUL/2017/2197	Redevelopment of site to provide new building incorporating 31 student accommodation units (222 bedrooms)	Withdrawn March 2018
R/2009/0923	Erection of building for use as MOT testing centre, workshop building and valeting area	Granted July 2010
R/2009/0051	Change of use from Public House (A4 Drinking Establishments) to Car Showroom (Sui Generis) & ancillary vehicle repairs and valeting (B2 General Industrial)	Approved May 2009

## **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 Local Plan 2016, which was adopted by Coventry City Council on 6<sup>th</sup> December 2017. Relevant policy relating to this application is:

Policy DS1: Overall Development Needs

Policy DS3: Sustainable Development Policy

Policy JE3: Non-Employment Uses on Employment Land

Policy JE7: Accessibility to Employment Opportunities

Policy H10: Student Accommodation

Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation

Policy GE4: Tree Protection

Policy DE1 Ensuring High Quality Design

Policy HE2: Conservation and Heritage Assets

Policy AC1: Accessible Transport Network

Policy AC2: Road Network

Policy AC3: Demand Management

Policy AC4: Walking and Cycling

Policy EM1: Planning for Climate Change Adaptation

Policy EM2: Building Standards

Policy EM3: Renewable Energy Generation

Policy EM4: Flood Risk Management

Policy EM5: Sustainable Drainage Systems (SuDS)

Policy EM6: Contaminated land

Policy EM7: Air Quality

Policy IM1: Developer Contributions for Infrastructure

### **Supplementary Planning Guidance/ Documents (SPG/ SPD):**

SPG Design Guidelines for New Residential Development

SPD Delivering a More Sustainable City

## CONSULTATION

No Objections received from:

- Education (CCC)
- West Midlands Fire Service

No objections subject to conditions/contributions have been received from:

- Highways (CCC)
- Environmental Protection (CCC)
- Flood Risk Management (CCC)
- Waste Team (CCC)
- Economic Growth Team (CCC)
- Sustainability Team (CCC)
- UHCW (NHS)
- West Midland's Police

Immediate neighbours and local councillors have been notified; a site notice was posted on 13/04/18. A press notice was displayed in the Coventry Telegraph on 19/04/18.

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

- a) There is not enough car parking and existing on-street parking pressures.
- b) Noise and disturbance/increase in litter.
- c) Increase in traffic.
- d) This is not a suitable location for a high storey accommodation complex.
- e) The building is too big for a residential area/not in keeping/too high.
- f) This is a family area not suitable for student accommodation.
- g) Anti-social behaviour concerns from students.
- h) This is not the right location for this scheme.
- i) Impact upon outlook.
- j) Impact upon privacy/overlooking.
- k) Security risk.
- l) Standard Avenue is narrow and located onto a busy road junction.
- m) The parking survey does not reflect reality.

30 letters of support have been received, raising the following material planning considerations:

- n) We need more of these in Tile Hill to help reduce rents.
- o) A very good looking building/love the design.
- p) Bus stops are right outside to get to the campus and back quickly.
- q) A very good plan for the benefit of students.
- r) Massive influx of HMO's in the Canley/ Tile Hill area are problematic as they take up housing for residents/families of Coventry. Some of the conditions are sub-par/not secure, as the University finds it difficult to manage/ track of all the HMO's.
- s) The development comes with lots of measures to secure students and there is a well-lit route to university.
- t) The building could not be better located within walking to supermarkets, fast-food
- u) restaurants and other facilities
- v) Warwick desperately need student housing like this for 2nd year students.

Within the letters received the following non-material planning considerations were raised, these cannot be given due consideration in the planning process:

- w) Disruption during the building process.
- x) Negative impact upon property values/insurance premiums.
- y) Diminished water pressure.
- z) Starter homes/affordable housing would be better.

Any further comments received will be reported within late representations.

## **APPRAISAL**

The main issues in determining this application are principle of development, design and visual amenity, heritage assets, the impact upon neighbouring amenity, health and security, highway considerations, flood risk, noise, contaminated land, air quality, ecology and contributions.

### **Principle of development**

#### Loss of existing employment use

Policy JE3 'Non-Employment Uses on Employment Land' states that proposals for the redevelopment of employment land for non-employment purposes will not be permitted unless it can be demonstrated that the site is: a) No longer suitable for employment use bearing in mind their physical characteristics, access arrangements and/or relationship to neighbouring land-uses and there is evidence of unsuccessful active and substantial marketing of the site for employment use using a variety of media which supports this; or b) It would not be financially viable to re-use or re-develop the land or buildings on the land in whole or in part for employment purposes; or c) The non-employment development proposed would be used for purposes which are clearly ancillary to and will support the operations of a primary employment use on the land; or d) The non-employment development would generate significant employment gains which are of sufficient weight to justify the loss of employment land.

In addition to at least one of the above criteria being satisfied it will also need to be demonstrated that: a) The potential of the site to contribute to the employment land requirements of the city over the plan period is not significant; and b) The proposal would not significantly compromise the viability or deliverability of other adjacent employment land or land allocated in this Plan for employment development; and c) The proposal will not have an unacceptable adverse impact on the continuing operation of any nearby existing businesses.

The Planning statement provides the following supporting information: *The existing site is not considered to be a high quality employment site as it is located in a residential side street. The location, in close proximity to dwellings, would limit the potential number of acceptable commercial re-uses of the site and whilst the mixture of buildings on site have been suitable for Autochoice until now, they are clearly not typical buildings that would attract the full range of employment uses. Autochoice have adapted a former public house to form their office and showroom and have had to build a small workshop in the rear yard area to make the site suitable for their own purposes. However, the irregular shape of the former public house, with its limited headroom, lacks flexibility and makes it unsuitable for many commercial operators. The only part of the existing operations that offers some flexibility is the small 217 sq.m workshop building to the rear. This site has become too small for Autochoice and their current operations. Conditions already preclude repairs to motor vehicles, paint spraying of vehicles and machinery being operated outside the buildings because of the close proximity to residential properties. The restrictive nature of the site area and the location in a residential street prevents the necessary growth of Autochoice*

*without causing unacceptable environmental or traffic problems. The existing use is already serviced by up to 10 small to medium sized delivery vans and one large van each day, plus weekly visits by larger trucks and commercial refuse vehicles. These comings and goings on a restricted site have the potential to cause disturbance to residents. The close proximity of the site to dwellings means that the options for re-use of the site for other employment uses would also be limited. The site has one restricted vehicular access point onto Standard Avenue, which is a residential street with on-street parking. The access gates and the cramped nature of the site means that car transporters are unable to visit the site as there is nowhere for them to park safely.*

Officers recognise the limitations of the site in terms of buildings (a former public house), poor access onto a narrow highway for larger vehicles and the proximity to residential properties. The proposed student accommodation will also provide a quasi-employment use creating two full time and five part time jobs. Suggested Environmental Protection conditions include protecting future occupiers from noise, which should ensure that the proposed residential scheme would not conflict with the continuing operation of other nearby existing businesses.

It is noted that the applicant has already had planning approval for the relocation of Autochoice to a new site within the City next to the Airport Retail Park under application FUL/2018/0463. Supporting information within that application states that the Fletchamstead Highway site is within a constrained location close to residential properties and the relocation of the business to a more spacious environment will provide the opportunity for the business to grow.

The loss of the employment use and demolition of the buildings is therefore considered to be acceptable. The architectural and historic merit of the former public house is explored in greater detail within the 'heritage assets' section of this report.

#### Proposed student accommodation

Policy H10 'Student Accommodation' states that purpose-built student accommodation will be encouraged where: a) It is directly accessible from the universities; b) Such development can play a part in the regeneration of the immediate neighbourhoods without disadvantage to local services; c) It will not materially harm the amenities of occupiers of nearby properties; and d) It will reflect and support or enhance the appearance and character of the area. The Policy notes that to support the intended use of the proposals the specified tenure will be secured through a Section 106 agreement.

In terms of Policy H10 (a) - the site is directly accessible from the universities; the applicant was asked to provide some supporting clarity on this point as the University campuses are several kilometres from the site. The supporting Transport Statement (TS) notes:

- There are bus stops within 400m of the site providing 10 minute frequency services to Coventry and the University of Warwick*
- The nearest rail station is a 20 minute walk from the site at Canley; providing access to trains travelling to/from Coventry (to London) and services travelling to Birmingham.*
- There is a high quality segregated cycleway which starts at the front of the existing site and extends all the way to Warwick University. This route, if travelled on foot can be completed within around 20-25 minutes, by cycle the route takes around 9 minutes to get into the campus.*
- A site visit undertaken for the supporting TS in November 2017 reviewed the cycle route from the application site down to the Lynchgate and also the route from the site to the local bus stops and Sainsbury's supermarket. In terms of the cycling and walking experience to*

*the University of Warwick the TS considers the quality to be excellent. The cycleway is wide and shared sections are roomy enough for pedestrians and cyclists to pass without any difficulty. Fletchamstead Highway (A45) is continuously busy with vehicles and even though the Transport Statement site visit was undertaken at a quieter time of day the route was well used by both pedestrians and cyclists.*

*- All of the pedestrian/cycle crossings are of high quality and to a good standard.*

*- Bus stops are located within a short walking distance and, crucially for travel in the evening return services would stop within a retail area with Sainsbury's supermarket and KFC open until 11pm and McDonalds open 24 hours, helping to ensure that there is activity in this location late into the evening.*

The site is closer to Warwick University (1.3 miles distant) than Coventry University (3 miles distant) and it is more likely that Warwick University students will occupy the development. Despite the distance from the main campus the supporting TS demonstrates that there are existing, good quality 'door-to-door' cycle links available for occupiers (supported by generous cycle parking on site), those occupiers walking can be on campus in 20-25 minutes and there are frequent public transport services on the A45. The scheme is therefore considered to accord with the aims of Policy H10 (a).

In terms of the other points within Policy H10 the development is considered to provide a positive design solution that will regenerate an existing car sales site without detriment to local services or neighbouring amenity (these matters are expanded upon in the sections below). The student accommodation is therefore considered to comply with Policy H10 of the Coventry Local Plan 2016. In accordance with Policy H10 it is proposed that the tenure will be restricted to students through a legal agreement.

#### Other matters

The supporting Planning Statement notes that there are very few opportunities for purpose-built student accommodation outside, but in the vicinity of, Warwick University Campus and as a consequence many family houses in Canley and Tile Hill have been rented to students to cater for demand.

Officers recognised that the provision of purpose built student accommodation can help to alleviate pressure on the conversion of family homes to HMOs within the surrounding suburbs. Although not all HMOs are occupied by students it is known that HMOs are an attractive option for students, particularly in their second and third years at University and especially in the context of a lack of reasonable alternatives. The continued growth of high quality, purpose built, well-managed and sustainably located student accommodation is therefore considered to provide a number of positive benefits to both the students occupying these buildings and the decline in the demand for HMOs and the conversion of existing family homes to multi-occupancy properties.

The scheme does not include any commercial element. Officers are mindful that the development will be very well served by existing local facilities including a fish and chip shop on Torrington Avenue (220m distant), a Sainsbury's supermarket incorporating a Timpson and Argos and various fast food outlets off Herald Avenue (some 300m distant) and further local shops including a Co-op and pharmacy on Tile Hill Lane some 500m distant).

#### **Design and visual amenity**

Policy DE1 of the Local Plan seeks to ensure high quality design and development proposals must respect and enhance their surroundings and positively contribute towards the local identity and character of an area.

Paragraph 17 of the NPPF requires that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

The building has positively evolved following the withdrawal of the previous application, which proposed a large apartment building. The scale has been significantly reduced on Standard Avenue to better reflect the proportions and rhythm of existing terraced properties within the streetscene, within a contemporary design solution. The height rises to a six storey 17.7m high rotunda, which the applicant seeks to make as a landmark feature fronting a main thoroughfare, the A45. The applicant notes that the rotunda '*pays homage*' to the art deco style of the existing building.

The proposed building would be setback up to 20m from Fletchamstead Highway and will reflect the building line of the adjacent Jaguar car showroom and dwellinghouses to the north of the site. The building would be set back between 5m and 6.8m from the pavement on Standard Avenue, either exceeding or according with the established building line of the terraces on the south side of the road.

The scheme is considered to provide a positive design solution that is well proportioned to reflect the character of the streetscene on Standard Avenue and also address the larger grain of building types fronting the main A45 Fletchamstead Highway with a high quality, feature landmark design adding visual interest and increased legibility to the streetscene. The building is well positioned respecting established building lines. The existing commercial premises with its palisade fencing and car parking hardstanding will be replaced with an attractive residential building set behind soft landscaped areas, which is considered to visual enhance the area. A condition is suggested to agree material samples.

### **Impact on residential amenity**

In terms of built form the proposed development will not breach the 45-degree sightline measured from the one adjoining residential property and meets necessary separation distances to surrounding properties to ensure that the development does not result in any significant loss of light or outlook to the occupiers of surrounding properties. The proposed building will be located some 15m from the rear gardens of properties fronting the A45 on the opposite side of Standard Avenue and window-to-window separation distances will be 22.5m between the development and properties on the northern side of Standard Avenue, which is considered an acceptable distance to protect privacy.

There are a number of industrial premises and a car dealership to the south of the site and the scheme is not considered to harm the amenities of the occupiers of these buildings. There are already residential uses within the locality, however conditions are suggested to provide noise mitigation to protect future occupiers of the development, which should in turn avoid future noise complaints.

Concerns raised by local residents regarding this being a family area, inappropriate for student accommodation, are noted. Concentrations of student accommodation can result in problems with noise and anti-social behaviour. Litter has also been raised as a concern. The inconsiderate actions of individuals can be dealt directly by the Council's Neighbourhood Enforcement Service, who can, for example, issue fixed penalty notices for littering. In this case the applicant has carefully thought out how the development will work and proposes no direct pedestrian access from Standard Avenue into the building, except 'emergency exits' from the circulation areas. The applicant advises that the aim is to keep the majority



of the users of the building away from Standard Avenue to lower the risk of disturbance to the existing residents. Instead all students will access the building via the main entrance fronting the busy A45 Fletchamstead Highway. There should therefore be an overall reduction in the amount of comings and goings and vehicle movements compared to the existing car dealership/service centre on site.

A condition is suggested to secure a student management plan to ensure that the site is well managed and moving in-moving out days are operated in a controlled manner to avoid disruption to local residents.

The scheme is not therefore considered to create any significant impact upon the occupiers of surrounding properties and commercial premises that would warrant refusal of the scheme.

The scheme is considered to provide a good quality, secure residential environment for future occupiers of the scheme. With reference to the submitted noise assessment Environmental Protection request that the glazing and ventilation specifications within the report be conditioned. In addition to this a condition is suggested to require a further noise assessment to ensure that sufficient sound insulation is installed within the party floors / ceilings so that the residential accommodation above the proposed car park and plant can achieve the necessary standards.

### **Health and security**

The proposal will provide high quality, sustainably located purpose built student accommodation. A condition is suggested to secure a student management plan is provided to ensure a well-managed development.

West Midlands Police have raised no objections but have commented on the benefits of security measures, such as access control systems and CCTV. The layout of the building enables each unit to have its own private entrance accessed via the main entrance on Fletchamstead Highway. A condition is suggested to require details of secure by design measures to safeguard the safety and security of future users and residents of the development.

The legal agreement will secure a contribution for the University Hospital Coventry and Warwickshire in relation to acute interventions.

The proposed development is not therefore considered to create any health or security issues.

### **Heritage Assets**

Local Plan Policy HE2 reflects NPPF policy and states that development proposals involving heritage assets in general and listed buildings in particular, should acknowledge the significance of the existing building and the area by means of their siting, massing, form, scale, materials and detail.

The existing building fronting the A45 is included in Coventry's Historic Environment Record, but is a non-designated heritage asset. The Record refers to the application site as an "*art deco style garage, formerly a hotel and pub at 429 Fletchamstead Highway*". The Record notes that the pub opened in 1937 and the "*lounge bar had an art deco construction of glass and chrome*", which was there until the pub closed in 2010.

The Record notes that the building has no Protected Status, it is not listed or locally listed and the site is not with a Conservation Area.

The building retains some art-deco styling, however, none of the interior of the original pub remains. The overall building is therefore considered to have low significance and its demolition (along with the other industrial sheds on site) is considered acceptable, as none of the buildings have any historic or architectural merit that would warrant their protection.

### **Highway considerations**

Policy AC1 'Accessible Transport Network' states that development proposals which are expected to generate additional trips on the transport network should: a) Integrate with existing transport networks including roads, public transport and walking and cycling routes to promote access by a choice of transport modes. b) Consider the transport and accessibility needs of everyone living, working or visiting the city. c) Support the delivery of new and improved high quality local transport networks which are closely integrated into the built form. d) Actively support the provision and integration of emerging and future intelligent mobility infrastructure.

Policy AC3 of the Local Plan acknowledges that the provision of car parking can influence occurrences of inappropriate on-street parking which can block access routes for emergency, refuse and delivery vehicles, block footways preventing access for pedestrians, reduce visibility at junctions and impact negatively on the street scene. Proposals for the provision of car parking associated with new development will be assessed on the basis of parking standards set out in Appendix 5. The car parking standards also include requirements for the provision of electric car charging and cycle parking infrastructure.

The application is supported by a Transport Statement, Travel Plan and Parking survey. The scheme provides 26 off-street car parking spaces, including three disabled spaces. The Highway Authority has assessed the scheme and also carried out their own evening parking survey at 6pm on 12/05/18. Highways has raised no objection to the scheme in terms of parking and highway safety, subject to conditions to secure bin storage, cycle storage and parking prior to first occupation.

In terms of the available parking spaces on site the applicant states that these will be strictly controlled and distributed on the basis of need. All students hoping to live on site will be informed that car parking is limited to those in need and that the ownership of cars by tenants is prohibited and could lead to eviction. The applicant notes that such lease agreements are common where students owning cars is strictly discouraged. It is suggested that further details of the lease agreement in relation to parking can be agreed through the student management plan condition.

### **Flood Risk**

Policy EM4 states that all major developments must be assessed in respect of the level of flood risk from all sources.

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

### **Contaminated land**

Policy EM6 seeks to ensure that redevelopment of previously developed land does not have a negative impact on water quality, either directly through pollution of surface or ground water or indirectly through the treatment of waste water by whatever means.

Environmental Protection are content with the submitted Explosive Ordnance Assessment and the recommendations in the risk mitigation strategy. It is recommended that these mitigations are conditioned. The standard land contamination conditions are also suggested.

### **Air quality**

Policy EM7 states that major development schemes should promote a shift to the use of sustainable low emission transport to minimise the impact of vehicle emissions on air quality.

In order to minimise the impact of the development on local air quality Environmental Protection request a condition requiring: any gas boilers to meet a dry NOx emission rate of <40mg/kWh; a method statement detailing the control of emissions to air during the demolition and construction phases; and electric vehicle recharging points (one per dedicated space or 10% of unallocated spaces).

### **Ecology/landscaping**

An Initial Bat Survey Report accompanies this application, which concludes that the site is located within an urban landscape and, although good bat habitats can be found within 1km, the buildings do not appear to support bats and offer little opportunity for bats to exploit. The County Council Ecologist has previously confirmed that no further bat surveys are required.

The site is made up entirely of buildings and hardstanding and there is no landscaping. The development would therefore increase soft landscaping on the site within the proposed rear amenity areas and to new landscaped areas fronting Standard Avenue and Fletchamstead Highway. A condition is suggested to secure an appropriate landscaping scheme.

### **Developer Contributions/obligations**

Policy IM1 'Developer Contributions for Infrastructure' states that development will be expected to provide, or contribute towards provision of: a) Measures to directly mitigate its impact and make it acceptable in planning terms; and b) Physical, social and green infrastructure to support the needs associated with the development.

The University Hospital has requested a contribution of £20,071.00 towards acute hospital interventions. The Section 106 legal agreement will secure this contribution.

The legal agreement will also secure the specified student tenure of the development in accordance with Policy H10.

The developer has agreed to the requested contributions/obligations.

### **Other matters**

The Economic Growth Team have requested a condition to secure a scheme for targeting and utilising local people for construction and post construction employment, in the interests of promoting employment opportunities for local people.

### **Conclusion**

The application is considered to be acceptable in terms of the principle of development as student accommodation in this sustainable location. The design of the development is considered to be of high quality and it is not considered that the development will have any significant adverse impact upon neighbouring amenity or highway safety. Subject to conditions, contributions and obligations 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 DS3, H10, JE3, IM1, AC1, AC2, AC3, EM4, EM7 and HE2 of the Coventry Local Plan 2016, 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: Drg No.1040.05E, 06D, 07E, 08D, 09G, 10E.

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

3. No development shall take place unless and 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 JE7 of the Coventry Local Plan 2016.*

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

**Reason:** *To ensure a satisfactory standard of appearance of the development in the interests of the amenities of the locality in accordance with Policy DE1 of the Coventry Local Plan 2016.*

5. The development hereby approved shall not commence unless and until a scheme has been submitted to and approved in writing by the local planning authority indicating where and how 'Secured by Design' standards will be incorporated into the development. This should include CCTV, vandal proof lighting and access control systems. The scheme shall be implemented in accordance with the approved details and retained at all times thereafter.

**Reason:** *To ensure the safety and security of future residents in accordance with Policies DS3 and DE1 of the Coventry Local Plan 2016.*

6. The development shall not be occupied unless and until the cycle parking and bin storage areas have been provided in full accordance with the approved details. 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 and in the interests of visual amenity in accordance with Policies DE1, DS3 and AC4 of the Coventry Local Plan 2016.*

7. 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.

**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 Policies H10 and DE1 of the Coventry Local Plan 2016.*

8. No development shall take place unless and until a construction method statement 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: hours of work; the parking of vehicles of site operatives and visitors; the delivery access point; the loading and unloading of plant and materials; anticipated size and frequency of vehicles moving to/from the site; 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; measures to control the emission of dust and dirt during demolition and construction; measures to monitor and control the presence of asbestos, measures to minimise noise disturbance to neighbouring properties during demolition and construction; and a scheme for recycling / disposing of waste resulting from demolition and construction works.

**Reason:** *In the interests of highway safety and the amenities of the occupiers of nearby properties in accordance with Policies EM7 and AC1 of the Coventry Local Plan 2016.*

9. 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 safeguard health, safety and the environment in accordance with Policy EM6 of the Coventry Local Plan 2016.*

10. 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 safeguard health, safety and the environment in accordance with Policy EM6 of the Coventry Local Plan 2016.*

11. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation,. The local planning authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report (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 safeguard health, safety and the environment in accordance with Policy EM6 of the Coventry Local Plan 2016.*

12. 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 (No.9), and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition (No.10), 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 (No.11).

**Reason:** *To safeguard health, safety and the environment in accordance with Policy EM6 of the Coventry Local Plan 2016.*

13. The development shall proceed in full accordance with the recommendations set within the submitted BombRisk.com Unexploded Ordnance Risk Assessment Ref:LP1421.

**Reason:** *To safeguard health, safety and the environment in accordance with Policy EM6 of the Coventry Local Plan 2016.*

14. Prior to the first occupation of the residential building hereby permitted, a 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 and details of how car ownership will be restricted through occupant's lease agreements and monitored accordingly. 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 AC1 and DS3 of the Coventry Local Plan 2016.*

15. The development shall proceed in full accordance with the glazing and ventilation specifications set within section 7 of the submitted Background Noise Assessment by Clover Acoustics - Ref 3767-R1.

**Reason:** *To protect the amenity of the occupiers of the residential accommodation hereby approved in accordance with Policy H10 of the Coventry Local Plan 2016.*

16. Prior to commencement of the development hereby approved, a noise assessment using the methodology of British Standard BS4142 shall be submitted to an approved in writing by the local planning authority. The assessment shall demonstrate that noise from the proposed plant (working at 100% capacity and any corrections for tonal and / or impulse noise), shall not exceed the established background (LA90) noise levels at any time at a distance of 1 metre from the nearest window of a habitable room and include details of any noise attenuation measures necessary to achieve this. The assessment shall also demonstrate that adequate sound insulation will be installed in the party floors / ceilings to ensure that the residential accommodation can achieve the standards set out in Table 4 (Indoor ambient noise levels for dwellings) of BS 8233:2014. All approved mitigation measures shall be fully implemented and retained thereafter.

**Reason:** *To protect the amenities of future occupiers from noise and general disturbance in accordance with Policy H10 of the Coventry Local Plan 2016.*

17. Prior to the commencement of development 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 incorporating infiltration SuDS or attenuation techniques. The development discharge rate must be managed to a limiting value of 5.0 l/s offsite;
  - ii. A detailed strategy for the long-term maintenance of the SuDS and other surface water drainage systems on site;
  - iii. Provisions for the drainage of the site to ensure there are no temporary increases in flood risk, on or off site, during the construction phase;
  - iv. Evidence that receiving water bodies or sewers are capable of accepting the attenuated flows and that this will not exacerbate the flood risk on or off site. This will include capacity calculations and outcomes, not just the correspondence from Severn Trent Water Ltd in isolation, accepting the point discharges. Evidence of existing sub catchments within the site are needed to support the connectivity survey and confirm the acceptability of proposed point discharges to the watercourses and infrastructure sewers.
  - v. All 'within building plot' drainage must be 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.
  - vi. The development must be considered for the implementation of permeable paving or similar permeable material for the management of total surface water flows, and water filtering.
  - vii. Evidence to show the management of overland flow routes in the event of exceedance or blockage to the drainage system. Details should include demonstration of how the building will be protected in such an event.
  - viii. Provisions must be made for the drainage of the site to ensure there is no discharge of surface water to the Public Highway.
  - ix. Foul drainage plans.

All details shall be carried out as approved.

**Reason:** *To ensure that adequate drainage facilities are available for the satisfactory and proper development of the site in accordance with Policies EM4 and EM5 of the Coventry Local Plan 2016.*

18. 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 or low carbon technologies (such as connection to a district heating network) or; (b) a scheme showing how at least 10% of the energy demand of the development would be reduced through the design of the building, (demonstrated via kWh /m<sup>2</sup>) or (c) a mix of (a) and (b). 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 Policies EM1, EM2, EM3 and EM7 of the Coventry Local Plan 2016.*

19. The development hereby permitted shall only be undertaken in strict accordance with details of both hard and soft landscaping works which have been submitted to and approved in writing by the local planning authority. Details of hard landscaping works shall include boundary treatment, 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; and all planting shall be carried out in accordance with the approved details in the first planting and seeding seasons following the first 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. 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:** *To ensure a satisfactory standard of appearance of the development in the interests of the amenities of the locality in accordance with Policy DE1 of the Coventry Local Plan 2016.*

20. The development shall not commence unless and until details for a package of measures to minimise the impact of the development upon local air quality have been submitted to and approved in writing by the local planning authority. Those measures shall have consideration of the following: - (i) Provision for electric vehicle recharging points; (ii) Use of low NO<sub>x</sub> boilers (to have a maximum dry NO<sub>x</sub> emissions rate of 40mg/kWh). All details shall be carried out as approved.

**Reason:** *To mitigate the impacts of development on air quality in accordance with Policy EM7 of the Coventry Local Plan 2016.*



21. The development hereby permitted shall not be occupied unless and until the car parking areas indicated on the approved drawings have been provided in full and thereafter those areas shall be kept marked out and available for such use at all times.

**Reason:** *In the interests of highway safety and to ensure the free flow of traffic using the adjoining highway in accordance with Policies H10 and AC1 of the Coventry Local Plan 2016.*

[Proposed Site Plan](#)

[Location and Existing Site Plan](#)

[Proposed Elevations](#)

[Ground and First Floor Plans](#)

[Second & Third Floor Plans](#)

[Fourth & Fifth Floor Plans](#)

