

| Planning Committee Report | |
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| Planning Ref: | FUL/2018/1732 |
| Site: | Coventry Station, Station Square |
| Ward: | St Michael's |
| Proposal: | Construction of new station building providing a second entrance at the western end of the station, including passenger facilities, retail/café concessions, pedestrian lift access between concourse levels, staff welfare facilities, with associated lighting, soft and hard landscaping, services and boundary treatment. Construction of; new and temporary roads; and a new 634-space multi-storey car park. |
| Case Officer: | Nigel Smith |

SUMMARY

The principle of development is acceptable as the proposal accords with the station masterplan and provides a high quality building which will provide the extra station capacity required whilst enhancing the setting of the existing grade II listed building. No significant adverse highway impacts would result.

BACKGROUND

Coventry train station is located immediately to the south of the City Centre, adjacent to junction 6 of the ring road and to the east of Warwick Road. The station is served by an existing Grade II listed building comprised of glass and concrete facades. The proposal is principally for the erection of a new station building and multi storey car park and forms part of the Coventry Station Masterplan. The Masterplan seeks to enhance existing facilities at the station in accordance with Network Rails Governance of Railway Investment Projects (GRIP). This application is for one element of the wider Masterplan.

KEY FACTS

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| Reason for report to committee: | Five or more objections received |
| Current use of site: | Railway station |
| Proposed use of site: | No change |
| Number of parking spaces proposed: | 634 with 485 for the station and 149 for non-station vehicles |
| Retail floorspace provided: | 792 sq m in 5 units |

RECOMMENDATION

Planning committee are recommended to grant planning permission subject to conditions listed within the report.

REASON FOR DECISION

- The proposal is acceptable in principle.
- The proposal will not adversely impact upon highway safety.
- The proposal will not adversely impact upon the amenity of neighbours.
- The proposal will not adversely impact upon the character of the area or heritage assets.
- The proposal accords with Policies: DS3, JE7, DE1, HE2, AC1, AC2, AC3, AC4, AC5, EM4, EM5 and EM7 of the Coventry Local Plan 2016 and Policies CC1, CC2, CC3,

CC6, CC10, CC11 and CC12 City Centre Area Action Plan together with the aims of the NPPF.

BACKGROUND

APPLICATION PROPOSAL

The proposal is principally for the erection of a new station building and multi storey car park and forms part of the Coventry Station Masterplan. The Masterplan seeks to enhance existing facilities at the station in accordance with Network Rails Governance of Railway Investment Projects (GRIP). This application is for one element of the wider Masterplan, which includes: a new bus interchange to the west of Warwick Road connected by a pedestrian tunnel to the new station building; new accessible footbridge and extended canopies at the western end of the station; highway modifications to improve access to the station and car parks; a new bay platform to serve the Nuneaton to Leamington line; and enabling works including demolition of buildings and temporary car parking.

The proposed building would be located to the west of the existing building and adjacent to Warwick Road. As Warwick Road is at a higher level than the railway land, two concourse levels and two entrances would be provided. The entrance to Station Square serves those approaching from the east and has been orientated to reflect the approach from the new boulevard. Two projecting forms to either side and a large entrance canopy serve to highlight the entrance and create a new public space between existing and proposed station buildings. A second entrance sits at Warwick Road bridge level, again with a projecting form and canopy to define it. The lower concourse sits at existing platform level and is accessed from Station Square. It provides direct access to platform 1 via gateline and is connected to the Warwick Road tunnel at the western end, providing a direct link to the new bus interchange. The upper concourse sits at Warwick Road bridge level and is connected to the new footbridge, providing access to all platforms via a 2nd gateline. It also has direct access to the multi storey car park above. Stepped and lift access connects both concourse levels.

Both upper and lower concourse levels are visually open to the platforms with full height glazing bringing natural daylight in. The northern side is more solid with retail units, ancillary accommodation/back of house facilities on the lower concourse and the multi storey car park on the upper. Two waiting rooms have been provided on the lower concourse. Overall, five retail units will be provided, ranging between 55 and 250sq m in area. One would be located at upper concourse level with the others at lower level.

The multi storey car park sits above the new station concourse and comprises a split level deck arrangement with one way flow circulation. 634 parking spaces would be provided over 7 and a half decks. Of these, 48 are accessible spaces and 58 are enlarged spaces and it will also facilitate free pick up with 20 minutes free parking. 149 of the spaces would be available for the use of the non-station traffic. Following completion of the Masterplan the overall number of station car parking spaces would be 1,012 compared to an existing total of 859. The car park would sit 31m above Station Square and between 26m and 28m above Warwick Road.

The car park would be accessed from the north via a new one way road from Eaton Road/Station Square. Vehicles would exit onto this same road and then onto the reconfigured Warwick Road roundabout. The Warwick Road works are not part of this application and will be undertaken utilising Highway powers. Passenger drop off will be located within the new public space between the new and existing station buildings. The existing taxi rank is depicted to the east of the existing main station entrance as per an extant permission relating to the Friargate redevelopment of the area (RM/2014/3122).

The proposal would displace the existing 66 cycle spaces to the west of the existing station building. However, there is provision to provide 68 cycle spaces in the new multi storey car park in a designated cycle storage area. The existing 150 space bike hub to the east of the existing station building will remain.

SITE DESCRIPTION

Coventry train station is located immediately to the south of the City Centre, adjacent to junction 6 of the ring road and to the east of Warwick Road. To the south of the railway line is residential development on Michaelmas Road. To the west of Warwick Road is a railway station car park and Central Six Retail Park. To the east is a multi-storey station car park. Station Square, a new office building and Greyfriars Green are located immediately to the north of the station, with links to the City Centre. A four storey structure known as Central Buildings is located immediately to the north of the station adjacent to Warwick Road.

The station is served by an existing Grade II listed building comprised of glass and concrete facades. The station design was revolutionary when it was designed in 1962 due to its openness and large glazed areas. The station consists of a main building and four platforms. Platform 1 is accessed from the main building with others accessed via a covered footbridge. To the west of the station building is currently a taxi rank and surface car parking.

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 |
|---------------------------|---|--------------------------|
| OUT/2011/0036 | Outline application for redevelopment involving demolition of existing buildings (except Coventry railway station and multi storey car park) and erection of buildings in mixed use scheme predominantly office led and including shops, financial and professional services, restaurants and cafes, drinking establishments, hot food takeaways, hotels, residential institutions, residential, non-residential institutions, assembly and leisure, student housing, vehicular showrooms, highway and pedestrian alterations including new transport interchange, car parking, open space provision, landscaping and closure of public rights of way (This is commonly referred to as Friargate) | Granted (2011) |
| RMM/2013/2414 | Submission of reserved matters for part of Friargate redevelopment relating to laying out of Station Square, erection of office building (B1) with café/restaurant (A3) to ground floor and associated vehicle / pedestrian access and parking provision at masterplan plot 09 and local | Granted (2014) |

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| | access road alterations, pursuant to OUT/2011/0036. | |
| RM/2014/3122 | Reserved matters relating to phase 3 of Friargate scheme comprising pedestrianisation of Station Square, demolition of Station Tower and Starley House and interim works including revised vehicular access to Coventry Station, facilities for buses and taxis and station car parking, pursuant to OUT/2011/0036 | Granted (2014) |
| PA/2017/3200 | Prior approval for new footbridge and canopy extensions | Granted (2018) |
| LB/2018/3198 | Listed building consent for new footbridge and canopy extensions | Granted (2018) |
| FUL/2018/1733 | Construction of single storey bus interchange, including pedestrian access tunnel under Warwick Road | Granted (2018) |
| LB/2018/1810 | Listed building consent for new station building and multi storey car park | Granted (2018) |
| FUL/2018/1591 (relates to land at Westminster Road) | Construction of temporary car park to replace spaces lost as a result of works pertaining to construction of multi storey car park at Coventry Railway Station | Granted (2018) |

POLICY

National Policy Guidance

National Planning Policy Framework (NPPF). The new NPPF published on 24 July 2018 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 new NPPF increases the focus on achieving high quality design and states that it is "fundamental to what the planning and development process should achieve".

The National Planning Practice Guidance (NPPG) 2018, 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 6th December 2017. Relevant policy relating to this application is:

Policy DS3: Sustainable Development Policy
Policy DS4: (Part A) – General Masterplan Principles
Policy JE7: Accessibility to Employment Opportunities
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 AC5: Bus and Rapid Transit
Policy EM4 Flood Risk Management

Policy EM5 Sustainable Drainage Systems (SuDS)

Policy EM7 Air Quality

City Centre Area Action Plan

Policy CC1 Coventry City Centre – Development Strategy

Policy CC2 Enhancement of heritage assets

Policy CC3 Building design

Policy CC6 Public realm

Policy CC10 Environmental management

Policy CC11 Accessibility

Policy CC12 The business area - Friargate

Supplementary Planning Guidance/ Documents (SPG/ SPD):

SPD Delivering a More Sustainable City

CONSULTATION

No Objections received from:

- Conservation (CCC)
- Historic England
- Cadent gas – informative recommended

No objections subject to conditions have been received from:

- Environmental Protection (CCC)
- Drainage (CCC)
- Severn Trent
- West Midlands Fire Service
- Highways (CCC)

Immediate neighbours and local councillors have been notified; a site notice was posted on 18th July 2018. A press notice was displayed in the Coventry Telegraph on 19th July 2018.

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

- a) The shared space outside the station would be dangerous;
- b) There is no cycling provision within or around the scheme;
- c) The proposed drop off area is too small. A short stay (20 mins) pick up / drop off area is required;
- d) The new building is bland and detracts from the main existing listed building;
- e) The main cycle parking is accessed via the car park exit road near the Warwick Road roundabout. This is not safe;
- f) The new station parking provision would increase by 18% but station usage is predicted to increase by 75% by 2031;
- g) The design won't be able to handle the proposed increase in users.
- h) Air quality may be affected;
- i) No need for second station building;
- j) Increase in queues for customers leaving Central Six retail park as the result of increased traffic negotiating Warwick Road roundabout. This could result in conflict between pedestrians and vehicles in the car park as well as retail impact upon units at the retail park;
- k) Object to future link road shown to central six retail park to the ring road in the Transport Assessment;

- l) Pedestrian safety implications of removal of pedestrian refuge from Central Six arm of new roundabout;
- m) The application should include the reconfiguration of the Warwick Road junction as the proposal is not possible without it;
- n) Why is a car park for commuters heading out of Coventry required? A parkway station would be better at Warwick or Birmingham International.

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

- o) Suggestion that the internal layout of the previously approved bus interchange be amended
- p) There is insufficient money to pay for the proposal.

Any further comments received will be reported within late representations.

APPRAISAL

The main issues in determining this application are: principle of development; the impact upon the character of the area and heritage assets; the impact upon neighbouring amenity; and highway considerations.

Principle of development

Policy CC12 of the City Centre Area Action Plan states that proposals in this area must be informed by the approved Masterplan, and that improvements to and expansion of Coventry railway station will be supported in accordance with the station masterplan, so long as it does not adversely affect the listed building.

The proposal has been drawn up specifically to help deliver the station masterplan. Other aspects of the masterplan have either already received permission (such as the bus interchange and the extended platform canopies and additional footbridge) or are permitted development (such as the additional bay platform). As such the proposal clearly complies with Policy CC12.

Furthermore, the proposal would not prejudice the Friargate masterplan (outline permission OUT/2011/0036). The indicative masterplan suggested that an office building would be located next to a small new station entrance building, with a new multi storey car park to the west of Warwick Road. However, the outline permission allows for both a new station building and a car park as well as retail uses in the area. The 'lost office floorspace' could be accommodated by adding height to other indicative plots on the masterplan. Furthermore, the proposal complies with the Friargate permission requirement for a building on the site to have a minimum height of 26m. Finally, the indicative Friargate masterplan anticipated 868 sq m of retail (Use Classes A1-A5) floorspace on the two plots which would have occupied the same space as the proposed station building. The proposal includes 792 sq m of retail floorspace.

Impact on 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.

The National Planning Policy Framework, paragraph 127 states that “Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

The NPPF further states (at paragraph 130) “Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development”.

The proposed building has been designed as two elements; the station concourse and the multi storey car park. The relative levels of Station Square and Warwick Road result in the concourse having a double storey (9.5m) height to Station Square and single storey to Warwick Road. The rectangular mass of the car park sits above this glazed form supported on 8 v-shaped columns and is book ended by two circulation cores. The station concourse extends beyond the car park to the east to create a frontage to the station which is of comparable scale to the existing building. This profile also mediates between the existing station form and the larger scale of the proposed Friargate buildings.

The entrance to Station Square serves those approaching from the east and has been orientated to reflect the approach from the new boulevard. Two projecting forms to either side and a large entrance canopy serve to highlight the entrance and create a new public space between existing and proposed station buildings. A second entrance sits at Warwick Road bridge level, again with a projecting form and canopy to define it. The lower concourse sits at existing platform level and is accessed from Station Square. It provides direct access to platform 1 via gateline and is connected to the Warwick Road tunnel at the western end, providing a direct link to the new bus interchange. The upper concourse sits at Warwick Road bridge level and is connected to the new footbridge, providing access to all platforms via a 2nd gateline. It also has direct access to the multi storey car park above. Stepped and lift access connects both concourse levels.

Both upper and lower concourse levels are visually open to the platforms with full height glazing bringing natural daylight in. The northern side is more solid with retail units, ancillary accommodation/back of house facilities on the lower concourse and the multi storey car park on the upper. Two waiting rooms have been provided on the lower concourse. Overall, five

retail units will be provided, ranging between 55 and 250sq m in area. One would be located at upper concourse level with the others at lower level.

At street level curtain walling and mesh panels have been proposed to reflect the large use of glazing on the existing station building. At high level a bold red vermillion colour has been selected for the feature cladding. This is to provide a distinctive recognisable feature gateway to the City. The design articulates the car park as a simple rectangular form oversailing a transparent concourse below, supported on the dramatic structural form of the v-shaped columns. The cladding provides a more solid form to the south and north with natural ventilation to the sides. The cladding would have a diagonal fold which will break up the massing and would allow light to enter the building during the day and vice-versa at night. The two circulation cores would be clad in dark aluminium panels with a horizontal emphasis.

Thought has been given to safety and security throughout the design of the building, with the concourse levels being as open as possible to provide good natural surveillance. Outside, planters, seating and bollards will be strategically placed to protect the building from vehicular attack.

Overall, the design would be of high quality which would significantly enhance the character of the area. It would provide a fitting entrance to the City Centre and would comply with Policy DE1 of the Local Plan and CC3 of the Area Action Plan.

Heritage character of the area and 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 main heritage significance of the existing Grade II listed building is its architectural form. The northern elevation, with main projecting double height concourse and wings, forms the visual and architectural focus of the building. The significance also lies in its innovative approach to post war station design, include its use of advances in technology (ie. the glazing system) and use of materials. The contribution of the setting to the significance of the asset is considered to be medium to low.

Whilst the proposal would not alter the architectural form of the listed building, a submitted heritage assessment explains that the proposal will alter the setting of the Grade II listed station building and affect views from Warwick Road. However, the road and car park do not meaningfully contribute to the setting of the listed building at present. The statement asserts that the new building will knit together the ad hoc fractured urban fabric to the west of the station and create a more contained setting that sits more comfortably within the development framework of the area. The conservation officer concurs and it is therefore concluded that the proposal will make a positive impact to the significance of the station and complies with Policy HE2 and NPPF.

An accompanying listed building consent application has already been granted consent under delegated powers.

Impact on residential amenity

The proposed building would be located 41m to the north of windows in flats located to the south of the railway line and to the north of the junction between Warwick Road and

Michaelmas Road. Due to the separation distance and the fact that the ground level of the flats is higher than the station platform, it is considered that the impact upon outlook from these windows would be acceptable. There would be no appreciable loss of light as the building would be to the north of the flats.

There are no main habitable room windows in the south side elevation of flats in Central Buildings. However, due to the proximity of these flats, a condition requiring a noise assessment is recommended to take account of noise from all activities on the site, including plant.

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 proposal includes a new one way extension of Eaton Road in order to provide separate access and egress to the multi storey car park. This road would provide another arm to the remodelled Warwick Road / Central Six retail park roundabout (which is to be undertaken by CCC Highways department under highway powers).

A transport assessment and addendum has been submitted with the application. This concludes that the transport impacts of the development are not significant. It states that the modelling shows small increases in delay and journey times in the AM peak by 2021 and increased journey times southbound in the PM peak. However, the reason for this is believed to be due to reasons including the closure of Station Square to through traffic (which was approved under Friargate planning applications) and the provision of a new pedestrian crossing on Warwick Road to the south of the Central Six roundabout (which is not part of this application). The assessment also states that the highway proposals associated with the ongoing Friargate scheme are similar to those tested as part of this application. The difference is traffic volume is negligible as the station redevelopment will not increase the number of vehicles on the network.

An objection has been received with regard to increased queuing times for customers of Central Six retail park, including on Saturdays. However, Highways do not consider any increase to be harmful to highway safety and the Transport Addendum states that the queuing on a Saturday is less than on a weekday evening due to more traffic turning into the retail park, allowing vehicles to egress the park more easily. Notwithstanding this lack of objection from Highways, it is understood that the Council is to investigate the provision of

a left flared approach to the Central Six arm of the revised roundabout in order to reduce queue lengths/times. This work is separate from this planning application.

The statement also explains that the benefits to non-motorised users (cyclists and pedestrians) would be significant with improved access both to and within the station. A condition is recommended to ensure provision of the proposed cycle parking.

An objector has objected to the inclusion of a figure or drawing within the Transport Assessment which indicates a link road from the ring road to Central Six retail park (which is included on the indicative Friargate masterplan). This is not part of the application and the Transport Assessment does not take this link road into account. The Addendum confirms that the figure in question has not been included in the transport modelling in the Transport Assessment.

An objection has also been received due to the red line location plan not including the relocation / amendments to the Warwick Road / Central Six roundabout. However, the red line extends up to the adopted highway and, whilst the works to the roundabout will be undertaken by the Highway Authority on their own land, the wider transport impacts of the development have been assessed. It is not considered essential that the red line on the location plan includes the whole junction.

The lack of submission of a Travel Plan has also been queried by an objector. This was not considered necessary by the Highway Authority as the proposal will improve the sustainable transport offer to users of the station by the inclusion of electric vehicle charging parking bays and would also be linked to the approved new bus interchange via a pedestrian access under Warwick Road. A cycle hub has also recently opened at the station and current franchise operator encourages sustainable access to the station via their website.

The Highway Authority, in reviewing the TA, along with the subsequent Addendum, considers that the assessments contained within both of the reports have been undertaken robustly and satisfactorily demonstrate that the proposal does not have a severe detrimental impact on the highway network, therefore accords with the aims of the NPPF and complies with the Local Plan Policies AC1, AC2, AC3, AC4 and AC5 of the Local Plan.

Other

An objection has been received regarding possible adverse impact upon the commercial viability of Central Six retail park if traffic congestion and queuing increases around the junction with Warwick Road. Whilst any adverse economic impact would be regrettable, the vast majority of the retail park lies outside of the defined City Centre and any impact would not outweigh the benefits associated with the development of the station building.

Impacts during construction are, by their nature, both inevitable and time limited and do not outweigh the benefits of the proposal.

In line with recommendations from Severn Trent and the Council's drainage team, a condition is recommended regarding drainage.

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. Conditions are recommended to ensure that works are carried out in accordance with the submitted risk management recommendations contained in an unexploded ordnance report, as well as to

require a ground investigation to be submitted in the event contamination or unusual ground conditions are encountered during construction.

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. It could be argued that the whole purpose of the application is to encourage use of public transport, and that whilst vehicles trips will be made to the new car park, if those people are catching a train the overall impact on car miles and air pollution would be positive. However, due to the proximity of the proposed building to flats located in Central Buildings, a condition requiring submission of an air quality assessment is recommended.

Equality implications

The proposal has been designed to allow access to and around the station by wheelchair users at both concourse levels and from the bus interchange and also provides accessible parking spaces. As well as statutory requirements Network Rail have their own suite of standards for accessibility. These are part of the franchise agreements with the train operating companies and overseen by both Network Rail and Department for Transport.

Conclusion

The proposal is a high quality development which does not prejudice the Friargate Masterplan, it provides the extra station capacity required whilst enhancing the setting of the existing grade II listed building. No significant adverse highway impacts would arise as a result of the development. The proposed development is considered to be acceptable in principle and will not result in any significant impact upon neighbour amenity, the character of the area, heritage assets or highway safety subject to relevant conditions. The reason for Coventry City Council granting planning permission is because the development is in accordance with: Policies DS3, JE7, DE1, HE2, AC1, AC2, AC3, AC4, AC5, EM4, EM5 and EM7 of the Coventry Local Plan 2016, Policies CC1, CC2, CC3, CC6, CC10, CC11 and CC12 of the City Centre Area Action Plan 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: CSG4-D5A-MB-00-DR-A-0001 P01; CSG4-D5A-MB-00-DR-A-0002 P01; CSG4-D5A-MB-00-DR-A-0003 P02; CSG4-D5A-MB-00-DR-A-0007 P01; CSG4-D5A-MB-00-DR-A-0008 P01; CSG4-D5A-MB-00-DR-A-0009 P01; CSG4-D5A-MB-00-DR-A-0010 P01; CSG4-D5A-MB-00-DR-A-0011 P01; CSG4-D5A-MB-00-DR-A-0012 P01; CSG4-D5A-MB-01-DR-A-0001 P01; CSG4-D5A-MB-01-DR-A-0002 P01; CSG4-D5A-MB-02-DR-A-0001 P01; CSG4-D5A-MB-03-DR-A-0001 P01; CSG4-D5A-MB-04-DR-A-0001 P01; CSG4-D5A-MB-05-DR-A-0001 P01; CSG4-D5A-MB-06-DR-A-0001 P01; CSG4-D5A-MB-07-DR-A-0001 P01; CSG4-D5A-MB-08-DR-A-0001 P01; CSG4-D5A-MB-RF-DR-A-0001 P01; CSG4-D5A-MB-XX-DR-A-0001 P01; CSG4-D5A-MB-ZZ-DR-A-0001 P01; CSG4-D5A-MB-ZZ-DR-A-0002 P01; CSG4-D5A-MB-ZZ-DR-A-0003 P01; CSG4-D5A-MB-ZZ-DR-A-0004 P01; CSG4-D5A-MB-ZZ-DR-A-0005 P01; CSG4-D5A-MB-ZZ-DR-A-0006 P01; CSG4-D5A-MB-ZZ-DR-A-0007 P01;

CSG4-D5A-MB-ZZ-DR-A-0008 P01; CSG4-D5A-MB-ZZ-DR-A-0009 P01; CSG4-D5A-MB-ZZ-DR-A-0010 P01; CSG4-WSP-MB-GF-DR-L-0001 P02; CSG4-WSP-MB-GF-DR-L-0002 P01; CSG4-WSP-MB-GF-DR-L-0003 P01; CSG4-WSP-MB-GF-DR-L-0201 P01; CSG4-WSP-ZZ-GF-DR-L-0021 P02; CSG4-WSP-ZZ-GF-DR-L-0031 P02; CSG4-WSP-ZZ-GF-DR-L-0221 P01; CSG4-WSP-ZZ-GF-DR-L-0222 P01; CSG4-WSP-ZZ-GF-DR-L-0231 P01; CSG4-WSP-ZZ-GF-DR-L-0232 P01; CSG4-WSP-ZZ-GF-DR-L-0241 P01; CSG4-WSP-ZZ-GF-DR-L-0242 P01; CSG4-WSP-ZZ-GF-DR-L-0243 P01

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

3. All access ways including the passenger drop off zone shall be constructed in accordance with the approved plans and implemented in accordance with the submitted Construction Phasing Plans. Thereafter the access ways shall be in place and operational prior to commencement of the next phase of development.

Reason: *In the interests of highway safety in accordance with Policies AC1 and AC3 of the Coventry Local Plan 2016.*

4. The building shall not be used unless and until the car parking and manoeuvring areas indicated on the approved drawings have been provided and thereafter those areas shall be kept marked out and available for such use at all times.

Reason: *To ensure adequate off-street car parking and servicing facilities in the interests of both highway safety and visual amenity in accordance with Policies AC1 and AC3 of the Coventry Local Plan 2016.*

5. The building shall not be used unless and until the approved cycle parking facilities have been provided and made available for use in accordance with the approved drawings 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 HW1 and DS3 & AC1, AC3 of the Coventry Local Plan 2016.*

6. The development shall proceed only in strict accordance with a construction method statement which shall be 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; measures to control the emission of dust and dirt during construction; hours of operation; 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, the free flow of traffic and the visual amenities of the locality in accordance with Policies AC1, AC3, EM1 and DE1 of the Coventry Local Plan 2016.*

7. The development hereby permitted shall only be undertaken in strict accordance with drainage details, incorporating a Sustainable Drainage System (SUDS) and responding to the hydrological conditions (soil permeability, watercourses etc) within the application site, including a long term management and maintenance plan, which shall be submitted to and approved in writing by the local planning authority. The details shall include:
- (i) a surface water discharge rate of 5l/s;
 - (ii) evidence the 1 in 100 year plus 40% climate change events will be held within the site boundaries;
 - (iii) evidence to show the management of overland flow routes in the event of exceedance or blockage to the drainage system;
 - (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.
 - (v) where an attenuation structure is located in or adjacent to a public highway boundary, the applicant should demonstrate the structural adequacy of the attenuation structure;
 - (vi) no temporary increases in flood risk on or off site during construction;
 - (vii) foul drainage plans
- The approved systems shall thereafter be retained and shall be managed and maintained in strict accordance with the approved details.

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 Policies EM4 and HW1 and DS3 of the Coventry Local Plan 2016.*

8. Works shall be carried out in accordance with proposed risk management recommendations contained in section 12.2 (report reference, Sitesafe UXO Desk Study P4811-14-R1-1 14th March 2016)

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

9. 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, and where remediation is necessary a remediation scheme must be prepared, 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.

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

10. Prior to commencement of construction of the building hereby approved, an air quality impact assessment shall be submitted to and approved in writing by the local planning authority. The assessment shall accord with LETCP Guidance: Good Practice Air Quality Planning Guidance 2014. Any approved mitigation measures, which shall include the provision of electric vehicle charging points, shall be carried out / installed

in accordance with approved details.

Reason: *To mitigate the impact upon air quality in accordance with Policy EM7 of the Coventry Local Plan 2016.*

11. Prior to construction of the building hereby approved, a noise impact assessment shall be submitted and approved in writing by the local planning authority. The assessment shall include all activities, building services, plant and machinery and background levels should be measured over two separate 24 hour periods.

Reason: *To ensure a satisfactory residential environment in accordance with guidance contained within the National Planning Policy Framework.*

12. The development shall proceed in accordance with samples of external facing materials, which shall be 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.*

13. The development hereby permitted shall only be undertaken in strict accordance with the approved details of both hard and soft landscaping works which were submitted with the application. The hard landscaping works shall be completed in full accordance with the approved details prior to first use of the building 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, 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: *To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policies GB1, GE1, DE1 and HE2 of the Coventry Local Plan 2016.*

14. No development shall take place until a scheme for targeting and utilising local people for 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 accordance with the Council's jobs strategy and Policy JE7 of the Coventry Local Plan 2016.*

