

<b>Planning Committee Report</b>	
<b>Planning Ref:</b>	FUL/2018/1713
<b>Site:</b>	Kebrell Nuts and Bolts, Harper Road
<b>Ward:</b>	St Michael's
<b>Proposal:</b>	Demolition of vacant industrial unit and erection of 5 storey building comprising 67 flats totalling 87 student bedrooms with associated communal facilities, car parking, cycle parking and landscaping
<b>Case Officer:</b>	Nigel Smith

## SUMMARY

In this case it is considered that the historic industrial use of the site is not compatible with the residential use to the west of Harper Road. The site is located a short walk from Coventry University and the proposal would regenerate an existing derelict industrial site. Subject to exact detail of materials being conditioned the proposal would provide a high quality building which would contribute positively to the character of the area. Given the site is specifically for students, Highways consider that that the development need not include car parking spaces as long as it contains a drop off area and suitable cycle parking provision. The impact upon residential amenity would be acceptable.

## BACKGROUND

The site is a former industrial unit located to the east of Harper Road, just to the north of its junction with Humber Avenue. The proposal comprises the demolition of the existing building and erection of 5 storey student accommodation building comprising 87 bedrooms in 67 flats. Two parking spaces would be provided for drop off purposes and 36 cycle parking spaces.

## KEY FACTS

<b>Reason for report to committee:</b>	Objections from at least 5 people
<b>Current use of site:</b>	Industrial
<b>Proposed use of site:</b>	Student housing
<b>Number of bedrooms:</b>	87
<b>Number of parking spaces:</b>	2

## RECOMMENDATION

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

## REASON FOR DECISION

The proposal is acceptable in principle. It will not adversely impact upon highway safety or significantly adversely impact upon the amenity of neighbours or the character of the area. The proposal makes provision for necessary developer contributions.

The proposal accords with Policies: DS3, H10, GE3, GE4, DE1, HE2, HE3, AC1, AC2, AC3, AC4, JE3, EM2, EM4, EM5, EM7 and IM1 of the Coventry Local Plan 2016, together with the aims of the NPPF.

## BACKGROUND

### **APPLICATION PROPOSAL**

Demolition of the existing building and erection of 5 storey student accommodation building comprising 87 bedrooms in 67 flats. Two parking spaces would be provided for drop off purposes and 36 cycle parking spaces and bin storage would be provided within the building.

The building would have a staggered frontage to Harper Road to mirror the housing development opposite. There would be a soft landscape strip between the front of the building and Harper Road, and a 5m wide footpath / cycleway between the building and river with a 3m wide landscaped strip on the river bank.

The building itself takes the essence of industrial units and interprets it in a modern way with a saw tooth roof design and a series of projecting brick and clad bays to break the mass down. The top floor would be set back from the 2<sup>nd</sup> and 3<sup>rd</sup> floors, which are in turn set back from the ground and 1<sup>st</sup> floors, giving three layers of development. Random pattern cladding and floor to ceiling windows add interest and keep the building lightweight.

### **SITE DESCRIPTION**

The site is a former industrial unit located to the east of Harper Road, just to the north of its junction with Humber Avenue. To the east of the site is the River Sherbourne with a mix of industrial and residential development beyond. To the west is two storey housing fronting Harper Road. To the south is Humber Avenue and to the north is an industrial premises. The site has an area of 0.22 hectares and is covered by a derelict industrial unit and hardstanding with a vegetated area with scattered trees adjacent to the river bank. There is an existing vehicular access close to the junction between Harper Road and Humber Avenue.

### **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/2017/1574	Demolition of industrial unit (B1) and erection of new 3/4 storey building comprising 49 2-bedroom flats and 6 1-bedroom flats totalling 104 student bedrooms, with associated communal facilities, car parking, cycle parking and landscaping	Withdrawn (2017)

## **POLICY**

### **National Policy Guidance**

National Planning Policy Framework (NPPF). The new NPPF, which was updated in February 2019 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) 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 DS3: Sustainable Development Policy

Policy DS4: (Part A) – General Masterplan Principles

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 HE3: Heritage Park - Charterhouse

Policy AC1: Accessible Transport Network

Policy AC2: Road Network

Policy AC3: Demand Management

Policy AC4: Walking and Cycling

Policy JE3: Non-employment uses on employment land

Policy EM2: Building Standards

Policy EM4 Flood Risk Management

Policy EM5 Sustainable Drainage Systems (SuDS)

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

SPD Coventry Connected

### **CONSULTATION**

No objections subject to conditions have been received from:

Ecology

Environment Agency

Highways

Urban design

Conservation Officer

Archaeology

Environmental Protection

Drainage

NHS – requested contribution of £8506 towards acute and emergency care

Immediate neighbours and local councillors have been notified; a site notice was posted on 18.7.18. A press notice was displayed in the Coventry Telegraph on 19.7.18.

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

Too many students in the area / changed demographic

Increased traffic and parked cars on street / highway safety concerns

The design does not fit in with the character of the area

The 5m wide river walk should be open to the public

Concerns about Japanese knotweed on site

Increased noise / litter on street

Loss of privacy / outlook / light / overshadowing for residents opposite

Noise / highway impacts during construction

Loss of trees / habitat

10 day re-notification letters were sent out following the receipt of amended plans. 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; the impact upon neighbouring amenity; highway considerations; flood risk; ecology and contributions.

### **Principle of development**

Policy JE3 states:

Proposals for the redevelopment in whole or in part of employment land for non-employment purposes will not be permitted unless it can be demonstrated that the part(s) of the site where non-employment development is proposed are:

- 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.

In this case it is considered that the historic industrial use of the site is not compatible with the residential use to the west of Harper Road. The site only measures 0.22 hectares and it does not have the potential to significantly contribute to the employment land requirements of the City over the plan period and the proposal would not significantly compromise the viability or deliverability of other employment land. Furthermore, it would not adversely affect the operation of nearby businesses, which already have residential properties in close proximity. The proposal complies with Policy JE3.

Policy H10 states:

Purpose-built student accommodation and conversions of residential and non-residential properties to 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 site is located a short walk from Coventry University and the proposal would regenerate an existing derelict industrial site. Whilst the issues of impact upon residential amenity and character of the area are discussed later in the report, it is considered that the proposal would not result in significant harm. Therefore the proposal complies with Policy H10.

### **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 design of the proposal has evolved significantly over the course of the application, with much discussion taking place regarding its form, materials and massing. The proposed scheme takes the essence of industrial units and interprets it in a modern way, much like the development on the former Dairy Crest site further up Harper Road does. The saw tooth roof form makes for an interesting roofline, breaking up what would otherwise be a very linear form. The projected brick and clad bays break the rhythm of the building down into a series of distinct elements that give the building a strong sense of vertical rhythm. The random pattern cladding adds further interest whilst the floor to ceiling windows give the façade a more lightweight appearance. The way the building steps back from the street helps to ensure the building does not have an over bearing relationship with the dwellings opposite. Therefore, subject to exact detail of materials being conditioned the proposal would provide a high quality building which would contribute positively to the character of the area.

#### **Impact on residential amenity**

The proposed building has been designed to step in and out to mirror the steps in the building line on the west of Harper Road. This maintains a gap of 20m between facing windows at ground and 1<sup>st</sup> floor levels with 23m at 2<sup>nd</sup> and 3<sup>rd</sup> floor level and 28m at 4<sup>th</sup> floor level. This is considered to be adequate in order to protect the privacy of occupiers of houses to the west of Harper Road.

Concerns have been expressed regarding the potential loss of light and overshadowing arising from the development. A British Research Establishment (BRE) compliant sunlight, daylight and overshadowing assessment was requested by officers and has been submitted. This demonstrates that, whilst the proposal would result in some loss of daylight to houses opposite, the resultant light levels would be adequate as defined in the guidance. The guidance measures something called the Vertical Sky Component (VSC) for each affected window, which represents the amount of available daylight from the sky received at a particular window. In order to maintain good levels of daylight the BRE guidance recommends that the VSC of a window should be 27% or greater. All windows in houses opposite achieve the 27% figure apart from three which have greater than 26.9%.

As the front elevation of the houses opposite are not within 90 degrees of south, they are exempt from the requirement for a sunlight assessment.

Concerns have been raised regarding noise from the development both during and post construction. Disruption during construction is temporary by its nature and does not justify withholding planning permission. Post construction there would inevitably be some increased noise associated with comings and goings to and from the site. However, this is not expected to be significant, especially given the existing lawful industrial use of the site.

Therefore the impact upon residential amenity would be acceptable.

### **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 site is located within 0.3 miles of Coventry University campus and only a 5 minute walk to the City Centre. The proposal includes space for 36 cycles (compared to a requirement of 22 spaces based on 1 space per 4 rooms for student accommodation) and two car parking spaces. It also includes a 5m wide pedestrian / cycle route along the river. This is designed to match the route approved at the Dairy Crest site to the north and is intended to form part of a riverside corridor leading to Charterhouse and the proposed Heritage Park (Policy HE3) in the future.

Given the site is specifically for students and is situated in such close proximity to the university campus, Highways consider that the development need not include car parking spaces as long as it contains a drop off area and suitable cycle parking provision. Therefore, subject to conditions requiring provision of the car and cycle parking and submission of a construction method statement and student management plan, highways do not object to the proposal. A further condition is recommended so that exact details of the pedestrian / cycle route are provided, including the transition to Humber Avenue.

### **Flood Risk**

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

A flood risk assessment states that part of the Eastern side of the site lies within flood zone 3, which is land assessed as having a 1:100 or greater annual probability of river flooding. However, flood modelling indicates that the river level remains within bank levels during a 1:1000 year event. Therefore the Environment Agency are satisfied that the development will be safe from flooding provided that the finished floor level of the building is set no lower than 74.12m above ordnance datum. As current land levels within the site are around 75m above ordnance datum this is not a problem.

An Environmental Permit may be required from the Environment Agency for the proposed riverside walk, but this will be dealt with by the Agency.

## **Ecology**

Policy GE3 of the Local Plan states that proposals for development on non-designated sites, having biodiversity or geological conservation value, will be permitted provided that they protect, enhance and/or restore habitat biodiversity.

A submitted ecological appraisal concludes that “the site is dominated by a large derelict industrial building and areas of hardstanding, with patches of scrub and scattered trees along the riverbank. Generally the habitats are either considered to be of negligible value or of local or site value. Foraging birds, bats, badgers and reptiles may potentially be present within the site boundary and precautionary working measures are provided for reptiles, badgers and nesting birds. Ecological enhancements such as erection of bat and bird boxes, planting of replacement trees along the eastern boundary are recommended”.

The ecology consultee concurs with the report and recommends conditions requiring: submission of a Landscape and Ecology Management Plan (LEMP); a protection zone of 3m around the watercourse; a method statement to protect water voles, badgers and hedgehogs during construction; bat boxes; external lighting; and a tree bat inspection of two Ash trees prior to their removal.

## **Other**

The site has archaeological value as it sits next to the River Sherbourne. Although survey maps show the site as first being developed between 1914 and 1937 it is possible there may have been human activity on it prior to 1610. The river was an important aspect of the medieval City of Coventry, especially for industries which relied upon it (tanning, dying and milling). The site is just upstream of the Charterhouse Mill which existed in 12<sup>th</sup> Century. Therefore it is possible that the site contains undisturbed archaeological deposits, and a condition is recommended to secure a programme of archaeological work prior to commencement.

A neighbour has mentioned concerns regarding Japanese Knotweed. A survey did not find any evidence of the plant but an informative is recommended to be placed on the decision notice.

## **Developer Contributions**

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.

Policy H10 further indicates that, to support the intended use of the proposals the specified tenure will be secured through a Section 106 agreement. This reflects the fact that should the properties be occupied by other aspects of the city’s population then it would be required to contribute to affordable housing and potentially other Section 106 or CIL contributions.

The development would trigger the need for the following contributions to be secured under a Section 106 Legal Agreement. The heads of terms are as follows:

- NHS £8506 towards acute and emergency care
- Restriction to students only

The developer has agreed to the requested contributions.

### **Conclusion**

The proposed development is considered to be acceptable in principle and will not result in any significant impact upon neighbouring or visual amenity, highway safety, ecology or infrastructure, subject to relevant conditions and contributions. The reason for Coventry City Council granting planning permission is because the development is in accordance with: Policies DS3, H10, GE3, GE4, DE1, HE2, HE3, AC1, AC2, AC3, AC4, JE3, EM2, EM4, EM5, EM7 and IM1 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: 974.01B; 974.02B; 974.04Q; 974.05H; 974.06G; 974.07J; 974.08J; 974.09P; 974.15G

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

3. The development shall be carried out only in full accordance with details of the external facing and roofing materials, to include the following: window frame colour and material; brick and mortar details; cladding colour and fixing systems / joint details; and roof top safety systems, 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.*

4. The development hereby permitted shall only be undertaken in strict accordance with details of both hard and soft landscaping works which shall be 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 (including the riverside cycle / footpath); and hard surfacing. The hard landscaping works shall be completed in full accordance with the approved details prior to the first occupation of the accommodation 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 and preserve ecology in the interests of the visual amenities of the area in accordance with Policies GE1, GE3, DE1 and HE2 of the Coventry Local Plan 2016.*

5. A landscape management plan, including long term design objectives, long term management responsibilities and maintenance schedules for all landscape areas (other than domestic gardens within the curtilage of a single dwelling house), shall be submitted to and approved in writing by the local planning authority before the first occupation of the development hereby permitted. The landscape management plan shall be implemented as soon as the approved landscaping is carried out and shall not be withdrawn or altered in any way without the prior written approval of the local planning authority.

**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 GE1, DE1 and HE2 of the Coventry Local Plan 2016.*

6. No external lighting or illumination of any part of any building or the site shall be installed or operated unless and until details of such measures shall have been submitted to and approved in writing by the local planning authority and such works, and use of that lighting and/or illumination, shall be carried out and operated only in full accordance with those approved details.

**Reason:** *To ensure that any lighting is designed so as not to detrimentally affect wildlife in accordance with Policy GE3 of the Coventry Local Plan 2016.*

7. Prior to the commencement of development, a fence shall be placed on the site to provide a 3m buffer zone to the river during construction in order to prevent loss of vegetation.

**Reason:** *To safeguard the presence and population of a protected species in line with UK and European Law, The Conservation of Habitats and Species Regulations 2010 and Policy GE3 of the Coventry Local Plan 2016..*

8. Prior to the commencement of development, a method statement detailing safe working practices in relation to water vole, badger and hedgehog shall be submitted to and approved in writing by the local planning authority. Thereafter the development shall proceed in accordance with the approved details.

**Reason:** *To safeguard the presence and population of a protected species in line with UK and European Law, The Conservation of Habitats and Species Regulations 2010 and Policy GE3 of the Coventry Local Plan 2016..*

9. Prior to occupation of the accommodation, 4 bat boxes shall be provided within the East elevation of the building.

**Reason:** *To safeguard the presence and population of a protected species in line with UK and European Law, The Conservation of Habitats and Species Regulations 2010 and Policy GE3 of the Coventry Local Plan 2016..*

10. Prior to the removal of T29 and T31, identified in the submitted Arboricultural Report dated 24th July 2018, these trees shall be surveyed for the presence of bats. The results of the survey shall be submitted to and approved in writing by the local planning authority.

**Reason:** *To safeguard the presence and population of a protected species in line with UK and European Law, The Conservation of Habitats and Species Regulations 2010 and Policy GE3 of the Coventry Local Plan 2016..*

11. Prior to the commencement of construction, the proposed finished floor levels shall be submitted to and approved in writing by the local planning department. The finished floor level shall be set no lower than 74.12m above Ordnance Datum. Furthermore, flood resilience measures identified in the submitted Flood Risk Assessment dated 20th June 2018 shall be fully implemented prior to occupation.

**Reason:** *To reduce the risk of flooding to the proposed development and occupiers in accordance with Policy EM4 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, 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.*

13. Gas protection measures shall be installed in the building in accordance with Characteristic Situation 2, Appendix 7, Table A7.3 appropriate to the relevant floor slab design. A verification report shall be submitted to and approved in writing by the local planning authority prior to occupation.

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

14. No plant shall be provided on site unless a noise assessment complying with BS4142 has been submitted to and approved in writing by the local planning authority. The assessment shall demonstrate that the noise from the proposed plant shall not exceed the existing background (LA90) noise level at a distance of 1m from the nearest residential facade and shall include details of any necessary mitigation measures. Any approved measures shall be installed prior to use of the plant.

**Reason:** *To protect the amenity of existing and future residents in accordance with*

*Policy H10 of the Coventry Local Plan 2016.*

15. Prior to the commencement of development, an Unexploded Ordnance assessment in accordance with CIRIA Report C681 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 Development Plan 2001.*

16. The development (including any works of demolition) shall proceed only in strict accordance with a construction method statement which has been submitted to and approved in writing by the local planning authority. The approved statement shall be strictly adhered to throughout the construction period and shall provide for: the parking of vehicles of site operatives and visitors; the loading and unloading of plant and materials; the storage of plant and materials used in constructing the development; the erection and maintenance of a security hoarding; 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; a dust management plan; and a scheme for recycling / disposing of waste resulting from demolition and construction works, unless otherwise agreed in writing by the local planning authority.

**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.*

17. Any gas boilers installed on site must meet a dry NOx emission rate of <40mg/kWh

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

18. Notwithstanding the submitted Flood Risk Assessment and Drainage Statement, the development hereby permitted shall only be undertaken in strict accordance with drainage details, incorporating a Sustainable Drainage System (SUDS) if possible 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 system shall include:
- (i) a development discharge rate of no higher than 5 litres per second
  - (ii) provisions to ensure no temporary increase inflood risk on or off site during construction;
  - (iii) Evidence that the 1:100 year plus 40% events will be held within site boundaries
  - (iv) Evidence to show management of overland flow routes in the event of exceedance or blockage to the drainage system;
  - (v) no discharge of surface water to the public highway;
  - (vi) 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.*

19. No development shall take place within the application site, unless and until a programme of archaeological works and investigations has been secured and initiated in accordance with a written scheme of investigation which has been submitted to and approved in writing by the local planning authority.

**Reason:** *In order to ensure any remains of archaeological importance, which help to increase our understanding of the City's historical development are recorded, preserved and protected where applicable, before development commences in accordance with Policy BE15 of the Coventry Development Plan 2001.*

20. Prior to use of the hereby approved riverside pedestrian / cycle link to Humber Avenue, details of the transition from the new link to the existing highway shall be submitted to and approved in writing by the local planning authority. The approved transition details shall be installed in full prior to use. The pedestrian / cycle link shall be available for use by the general public prior to occupation of the accommodation.

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

21. The accommodation shall not be occupied unless and until the approved cycle parking facilities have been provided and made available for use in accordance with the details on 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.*

22. The accommodation shall not be occupied 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.*

23. Prior to occupation of the accommodation, a Student Management Plan shall be submitted to and approved in writing by the local planning authority. The plan shall include details of how drop off and pick up at the start and end of terms will be controlled. The development shall proceed in accordance with the approved details.

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