

<b>Planning Committee Report</b>	
<b>Planning Ref:</b>	FUL/2019/2516
<b>Site:</b>	Land at Spencer Sports and Social Club, Albany Road, Coventry, CV5 6JR
<b>Ward:</b>	Earlsdon
<b>Proposal:</b>	Erection of 55no. student clusters and 55no. self-contained studio apartments (total of 436no. student bedrooms) over 2no & 6no storey buildings, with Community Space (Use Class D1), accessed off Albany Road; supported by dedicated student amenity facilities, cycle parking, vehicle parking, landscaping, enclosed bin store and other associated works.
<b>Case Officer:</b>	Emma Spandley

## SUMMARY

The application seeks planning permission for the redevelopment of the former Spencer Sports and Social Club. The scheme proposes a new student accommodation building comprising 436no. bed spaces, over 2no & 6no storey buildings, with Community Space (Use Class D1), accessed off Albany Road; supported by dedicated student amenity facilities, cycle parking, vehicle parking, landscaping, enclosed bin store and other. associated works.

## BACKGROUND

The application site is located within Earlsdon, located off Albany Road to the west, open scrub land to the east with the BT building and residential properties located within Winifred Avenue to the south east; to the north and north east the Nuneaton to Coventry railway lane.

## KEY FACTS

<b>Reason for report to committee:</b>	Over 5 objections against the officer recommendation
<b>Current use of site:</b>	Commercial (Vacant)
<b>Proposed use of site:</b>	Residential Purpose Built Student Accommodation (PBSA)

## RECOMMENDATION

Planning committee are recommended to delegate the granting of planning permission to the Head of Planning subject to conditions and the completion of a S106 Agreement to secure the contributions 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 makes provision for necessary developer contributions.
- The proposal accords with Policies: DS1, DS3, DS4 (Part A), H3, H10, GE3, GE4, DE1, AC1, AC2, AC3, AC4, EM1, EM2, EM3, EM4, EM5, EM7, IM1 of the Coventry Local Plan 2016, together with the aims of the NPPF.

## BACKGROUND

### **APPLICATION PROPOSAL**

The application seeks planning permission for the redevelopment of the former Spencer Sports and Social Club. The scheme proposes a new student accommodation building comprising 436no. bed spaces, split into 55no cluster flats and 55no studio flats, over 2no & 6no storey buildings. The cluster units are typically 4 to 10 bedrooms. The application also proposes Community Space (Use Class D1), accessed off Albany Road; supported by dedicated student amenity facilities, cycle parking, vehicle parking, landscaping, enclosed bin store and other. associated works.

### **SITE DESCRIPTION**

The site is (0.95) ha in size and occupies part of the former Sports and Social Club site and an area of scrub land. The site is located within Earlsdon, located off Albany Road to the west, open scrub land to the east with the BT building and residential properties located within Winifred Avenue to the south east; to the north & north east the Nuneaton to Coventry railway lane.

The previous buildings on site, were single storey with a two storey manager's office accommodation which occupied the area of land immediately adjacent to Albany Road. These buildings were granted permission to be demolished in November 2015.

Immediately adjacent to Albany Road there are a number of advertisement hoardings which currently screen the majority of the site from Albany Road. This area of land is also included within the application site.

### **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>
S/1949/0013	Lock up garages (Winifred Avenue / Albany Road).	Approved 6 <sup>th</sup> April 1949.
S/1949/0014	Spencer Club.	Approved 15 <sup>th</sup> June 1949
L/1998/0723	Construction of 22 semi-detached houses and associated works (land to the rear of 49 – 67 Albany Road.	Refused 21 <sup>st</sup> November 1998.
DEM/2015/3567	Application for prior notification of proposed demolition.	Approved 25 <sup>th</sup> November 2015
FUL/2019/0916	Erection of 76no Student Clusters and 56no. self-contained studio apartments, across 4, 6 & 8 storey blocks, accessed off Albany Road; supported by dedicated student amenity space, multi-purposes space, enclosed cycle parking, vehicle parking, landscaping, enclosed bin store and other associated works.	Withdrawn

### **POLICY**

#### **National Policy Guidance**

National Planning Policy Framework (NPPF). The NPPF (2019 as amended) 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 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) 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 DS4	(Part A) – General Masterplan Principles
Policy H3	New residential development
Policy H10	Student accommodation
Policy GE3	Biodiversity, Geological, Landscape and Archaeological Conservation
Policy GE4	Tree Protection
Policy DE1	Ensuring High Quality Design
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 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 received from:

- Education
- Network Rail
- Planning Policy
- West Midlands Fire Service

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

- Highways
- West Midlands Police, condition requiring 'secured by design' principles are included into the scheme;
- Environmental Protection
- Ecology

Immediate neighbours and local councillors have been notified; a site notice was posted on 21<sup>st</sup> October. A press notice was displayed in the Coventry Telegraph on 17<sup>th</sup> October 2019.

Cllr Bally Singh has objected to the application on the following grounds: -

- the scale of development needs reducing by 25% which includes the blocks being reduced in height;
- there is over intensification of rentals and HMOs within the area;
- Want more green space added and landscaping in the design which will be accessible to the public;
- Wants to see the redevelopment of the site for residents with young families;

- Is of the understanding that PBSA is supposed to be in the city centre not residential areas, and
- Wants to see a S106 agreement for this development to ensure community benefit for the local area.
- Information was also submitted in relation to burglaries in the Hearsall and Earlsdon areas.

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

- Lack of parking;
- Only one access causing highway safety concerns;
- Does not follow the masterplan principles as the application is not for residential but for students;
- Design of the building being 6 storeys' is not in keeping with the character of the area;
- Too big / overdevelopment of the site.
- Waste storage issues

1 letter of support has been received, raising the following material planning considerations:

- Currently the site is an eyesore, the investment will regenerate this area of Earlsdon

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

- Over saturation of House in Multiple Occupation (HMOs) already in the area;
- Creation of a gated community
- Thought Purpose Built Student Accommodation (PBSA) is supposed to be within the City Centre not in residential areas.
- Students will have a negative impact on the cultural and community dynamics of the area.
- Loss of a 'view'.
- Formalising the private vehicle access to the properties in Winifred Avenue.

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 neighbouring amenity,
- The impact upon the character of the area,
- Bin storage,
- Highway considerations,
- Flood risk,
- Noise,
- Contaminated land,
- Air quality,
- Ecology, biodiversity and trees,
- Developer S106 contributions,
- Other issues,
- Network Rail
- Equality issues.

### **Principle of development**

Policy H10 of the Local Plan states that purpose-built student accommodation and conversions of residential and non-residential properties to student accommodation will be encouraged where:

- It is directly accessible from the universities,
- 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.

In respect of point a); the proposal is located close to the City Centre; the campus of Coventry University, and is within walking distance of public transport to access Warwick University and therefore accords with part a)

In respect of point b); the application seeks to redevelop a vacant site which was shortlisted in the Strategic Housing Land Availability Assessment (SHLAA) as a site suitable for a residential use. It will regenerate and enhance the general area. The proposal is therefore considered to accord with part b) of Policy H10.

In respect of points c) and d) the remainder of this report will demonstrate that the proposal accords with parts c) and d) of Policy H10.

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 Housing and Policy Officer indicates that the proposal is to develop the site for student housing so we would not normally require affordable accommodation. If, however, the site was developed for general needs accommodation then affordable housing would be requested.

### **Impact on residential amenity**

With regards to parts c) and d) of Policy H10, it is acknowledged that the built form of the scheme is larger than what is currently on site and that the bulk and massing will be significantly different from the existing situation. The Impact on visual amenity is discussed below.

Turning to part c) of Policy H10, Objections have been raised regarding the harm that this increased height will have on residential amenity in terms of loss of light, visual intrusion and an overbearing impact on neighbouring properties, particularly those which bound the site along Winifred Avenue.

The south eastern corner of the building is located on the highest ground level, however, this block (Block D), has been reduced to three stories in height; due to the siting of this block, parallel with the Railway Line and the alignment of Winifred Avenue there will be no direct overlooking. The pinch point between this end block and No.39 & No.41 Winifred Avenue is 20m to the garden boundary; 27m to the ground floor element & 35m to the two-storey main house. All the other blocks and projecting wings are located in excess of these figures.

Whilst it is acknowledged that the overall height of the building is 6 storeys, the height as described above, does step away from the closest residential properties in order to mitigate harm that could be caused through overlooking. Furthermore, the proposed building is set to the north of properties along Winifred Avenue and east to Nos 49 – No.69 Albany Road, thus ensuring that no overshadowing would occur to these properties.

There have been a couple of objections to the scheme on the grounds that the proposal will cause an overbearing impact on neighbouring residential properties through overlooking and visual intrusion. It is accepted that there will be a change in outlook for the occupiers of nearby residential properties, however it is considered that there are sufficient separation distances, as well as the scaling back in height away from the closest properties, together with the projecting wings, internal courtyards and perimeter screen planting will all contribute to a reduction in the impact on nearby residential properties. It is considered that the proposal is acceptable in terms of the impact on residential properties and complies with parts c) of Policy H10 and Policy DE1 of the Coventry Local Plan 2016.

### **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. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used).”

In respect of Policy DE1; the proposed development is considered to have been designed to enhance the area having regard to the existing physical context of the site which is comprised primarily of a scrub land, with former garages and a social club building having been demolished. To the north eastern boundary is the Railway embankment and line, which benefits from mature trees, this has been retained with a green buffer to maintain the wildlife corridor. To the front of the site, the land will be regraded to be at street level, and incorporate extensive soft landscaping including trees to further enhance the proposal. An opportunity has been created through the development to incorporate extensive tree planting and a landscaped mound to the south eastern & south western perimeter of the site, this will aid with the development assimilating into the wider area and soften the impact on the residential properties located on the eastern side of Winifred Avenue and properties No.49 to No.69 Albany Road.

The massing of the buildings has been carefully designed in conjunction with the City Council’s Urban Designer. To the front portion of the site, the building takes on the traditional form similar to that of the existing properties immediately adjacent to the site, with a modern twist. The building changes shape and increases in height as it moves into the site. The building has been designed to have a ‘spine’ running parallel with the railway line, with clear distinctions between the blocks, breaking up the scale and massing as it is viewed from the Railway Line. From the spine block there will be wings which will project south westwards, creating a series of internal courtyards. The projecting wings will decrease in height to 2 & 3 stories as they go towards the residential properties, mentioned above, further reducing the scale and massing when viewed from these properties.

Objections have been raised against the development by local residents regarding the scale of the development stating it is at odds with the character of the area and the height and massing is too large. It is accepted that the building is higher within the middle of the site than the immediate 2/3 storey properties, however it has been designed in order to step the scale of development into the centre of the site and keep the bulk at the edges to a minimum. The building design incorporates high quality design features, brick to the facades traditional roof covering to the Albany Road building and contrast is made between the main blocks and courtyards for added relief. It is therefore considered that this development enhances the character of the area by providing a high-quality designed building which demonstrates clever design solutions which responds positively to the surrounding site characteristics.

#### *Bin Storage*

The comments with regards to bin storage and waste are noted. Drawing ARC-MA-00-ZZ-DR-A-00210 S2 P02 (Floor Plans (LGF-UGF)) shows an integrated bin store located at the end of the projecting spine from Block C. This is considered to be of a sufficient size to accommodate the required bins. Therefore, adequate bin storage facilities will be provided within the development.

Subject to the granting of permission the bin storage area will be required to be kept for its intended use for the life of the development, this will be controlled by condition no.18 attached to the Decision Notice. The condition will also ensure that the bins are stored in the area identified at all times unless on collection day.

The proposed development introduces a high-quality building in a under used and derelict site to the benefit of the regeneration of this particular area of Earlsdon and as detailed above has been designed to respect, preserve and enhance the site and surrounding area whilst also retaining a community use aspect. It is considered that the proposal is acceptable in terms of the impact on residential properties and complies with parts d) of Policy H10 and Policy DE1 of the Coventry Local Plan 2016.

#### **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.

Highways initially requested some further information and amended plans from the applicant. The amendments related to visibility splays, position of kerb lines, relocation of the bus stop; access for refuse vehicles and set back with the site entrance gates, slight errors in submitted documents with regards to the submitted Student Management Plan, Construction Management Plan and Waste Management Strategy and lack of information on how student arrivals and departures will be managed.

Updated and additional information was submitted which demonstrated that the required visibility splays can be achieved with the existing kerb line. The tracking for the refuse vehicle was updated and a revised site plan was submitted which demonstrated a 12m set back from the entrance gates

to the site in order the refuse vehicles do not over hang the footway. Amended drawings have been submitted which show the gradient working with gullies at the edge to prevent surface water from discharging into the highway drains.

### **Flood Risk**

Policy EM4 states that all major developments must be assessed in respect of the level of flood risk from all sources. If development in areas at risk of flooding is the only option following the application of the sequential test, it will only be permitted where the criteria set out in Policy EM4 are met.

The application site is at a very low risk of flooding. A Sustainable Drainage Statement was submitted with the application, which sets out the principles of drainage design for a development and summarises the reasoning behind the chosen design. The City Councils drainage team have raised no objections to the proposal subject to a condition requiring further details of SuDs.

### **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.

A Phase 1 & 2 Geo-Environmental Assessment - Report No. ARC-BWB-ZZ-XX-RP-YE-0001\_PH1&2, January 2019 was submitted in support of the application. The report recommends the following mitigation.

- Potential asbestos containing materials should be removed from site by a competent contractor to ensure that it is not spread across the site and integrated within the soils
- To mitigate against the risk to future site users, a clean capping topsoil medium should be deployed in areas of soft landscaping to sever the pathway.

Environmental Protection are in agreement with the recommendations contained within the report subject to a condition requiring verification that the above measures have been undertaken and evidence is submitted in a report prior to occupation.

Furthermore, Environmental Protection have requested that a condition is attached to any grant of approval to ensure that if any contamination is found which has not be identified and investigation and risk assessment must be undertaken. Environmental Protection will also require verification that the above measures have been undertaken and evidence should be submitted in a report to the LPA for approval in writing prior to occupation. This can be controlled by a suitable worded condition. Please refer to condition no 7.

### **Noise**

A noise report has been submitted with the application. Report - Albany Road, Coventry REP-1011004-05-AM-20181208 - Environmental Noise Report-Rev 1. Environmental Protection raise no objections subject to the findings detailed in Section 8 of the Environmental Noise Report-Rev 1 being conditioned. Please refer to condition no. 12.

### **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.

Mitigation measures a required in the interests of mitigating the impacts of the development on local air quality in accordance with the paragraph 181 of the NPPF and Coventry Air Quality Supplementary Planning Document (SPD). These measures are required to include:-

- A minimum of 1 x electric vehicle charging point shall be provided per dwelling for dedicated spaces and at a rate of 10% for all other spaces prior to occupation and be maintained and available for use at all times thereafter



- Gas boilers shall be ultra-low NOx emissions with a maximum dry NOx emissions rate of 40mg/kWh.

A Construction Management Plan (CMP) has been submitted. Environmental Protection raise no objections to the submitted CMP and request that its conditioned as part of any approval. Please refer to condition no.9.

### **Ecology**

Policy GE3 of the Local Plan states that Sites of Special Scientific Interest (SSSIs), Local Nature Reserves (LNRs), Ancient Woodlands, Local Wildlife and Geological Sites will be protected and enhanced.

The application is for the construction of 436 student bedrooms with associated facilities and landscaping. The site is on a brownfield plot currently an extensive area of semi-improved grassland with tall herb communities, areas of scrub and scattered trees. The location is adjacent to the railway line and forms part of the ecological corridor along the railway, an important feature within the urban area. Ecology have raised no objections subject to a condition requiring the submission and agreement of an Ecological Management Plan with details of the different landscape areas and their management. In particular the treatment of the buffer along the railway line should be detailed in order maintain continuity of the corridor. Please refer to condition No. 23.

### **Other Matters**

#### *Network Rail*

Network Rail raises no objection in principle to the proposal but set out requirements which must be met as the proposal includes works within 10m of the railway boundary. This is to ensure that the works on site, and as a permanent arrangement, do not impact upon the safe operation and integrity of the railway and for the avoidance of doubt.

This is something which is not covered by Planning Legislation but by the Network Rail Asset Protection Team once Planning Permission has been granted.

#### *Police*

The Design out Crime officer (West Midlands Police) raised concerns with regards to the lack of parking facilities for the number of incoming students. The fear is that individuals will have to park some way from the development which increases the vulnerability of the vehicle. However, further states, if the proposal is approved a condition is included to meet the specification and physical security measures that are outlined within the Secure by Design (SBD) design guides for both New Homes 2019 and Commercial Developments. On this basis, the Police raise no objections to the application, please refer to condition no.24.

### **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.

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 - £12,365.00

Restrict the tenure of the development to students only.

The developer has agreed to the requested contributions.

### **Equality Implications**

Section 149 of the Equality Act 2010 created the public sector equality duty. Section 149 states:-

- (1) A public authority must, in the exercise of its functions, have due regard to the need to:
  - a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Officers have taken this into account and given due regard to this statutory duty, and the matters specified in Section 149 of the Equality Act 2010 in the determination of this application.

There are no known equality implications arising directly from this development.

### **Conclusion**

The proposed development is considered to be acceptable in principle and will not result in any significant impact upon neighbour 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 DS1, DS3, DS4 (Part A), H10, GE3, DE1, AC1, AC2, AC3, AC4, EM1, EM2, EM3, EM4, EM5, EM7 & 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:
  - Site Location Plan Drawing No.ARC-MA-00-ZZ-DR-A-00201 S2 P01;
  - Amended Proposed Site Plan - Drawing No.ARC-MA-00-ZZ-DR-A-00203 S2 P04;
  - Proposed Elevations - Block A - Drawing No.ARC-MA-00-ZZ-DR-A-00231 S2 P02;
  - Proposed Elevations - Spine - Drawing No.ARC-MA-00-ZZ-DR-A-00230 S2 P02;
  - Proposed Street Elevation - Albany Road (1\_2) Drawing No.ARC-MA-00-ZZ-DR-A-00237 S2 P02;
  - Proposed Street Elevation - Albany Road (2\_2) Drawing No.ARC-MA-00-ZZ-DR-A-00238 S2 P02;
  - Proposed Winifred Av\_Albany Rd Section Drawing No.ARC-MA-00-ZZ-DR-A-00256 S2 P02;
  - Proposed Section Plan Drawing No.ARC-MA-00-ZZ-DR-A-00252 S2 P02;
  - Proposed East Sections Drawing No.ARC-MA-00-ZZ-DR-A-00253 S2 P02;
  - Proposed West Sections Drawing No.ARC-MA-00-ZZ-DR-A-00254 S2 P02;
  - Proposed Long Sections Drawing No.ARC-MA-00-ZZ-DR-A-00255 S2 P01;
  - Floor Plans - Block A - Drawing No.ARC-MA-00-ZZ-DR-A-00209 S2 P02;
  - Proposed Floor Plans (LGF-UGF) - Drawing No.ARC-MA-00-ZZ-DR-A-00210 S2 P02;
  - Floor Plans (1st-2nd) - Drawing No.ARC-MA-00-ZZ-DR-A-00210 S2 P01;
  - Floor Plans (3rd-4th ) - Drawing No.ARC-MA-00-ZZ-DR-A-00210 S2 P01;

Floor Plans (5th-roof) Drawing No.ARC-MA-00-ZZ-DR-A-00210 S2 P01;  
External Wall Details Sheet 1 Drawing No.ARC-MA-00-ZZ-DR-A-00257 S2 P01;  
Proposed Access Arrangements and Visibility Assessment Drawing No. ARC-BWB-GEN-XX-DR-TR-101 S2 P6;  
Car Parking Management Plan - Unnumbered - Received 31/10/19;  
Construction Management Plan - Unnumbered - Received 07/11/19  
Albany Road, Coventry REP-1011004-05-AM-20181208-Environmental Noise Report-Rev 1  
Student Management Plan prepared by Cassidy Group, received 06/11/19;  
Phase 1 & 2 Geo-Environmental Assessment - Report No. ARC-BWB-ZZ-XX-RP-YE-0001\_PH1&2, January 2019;  
Albany Road, Coventry REP-1011004-05-AM-20181208-Environmental Noise Report-Rev 1.

**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 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 approved remediation scheme must be carried out in accordance with Phase 1 & 2 Geo-Environmental Assessment - Report No. ARC-BWB-ZZ-XX-RP-YE-0001\_PH1&2, January 2019, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

**Reason:** *To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled water, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy EM6 of the Coventry Local Plan 2016.*

5. 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 5 , and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 6, which is subject to the approval in writing of the Local Planning Authority.

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

*Policy EM6 of the Coventry Local Plan 2016.*

6. The development (including any works of demolition) shall proceed only in strict accordance with a construction method statement which has been submitted to and approved in writing by the local planning authority. The approved statement shall be strictly adhered to throughout the construction period and shall provide for: the parking of vehicles of site operatives and visitors; the loading and unloading of plant and materials; the storage of plant and materials used in constructing the development; the erection and maintenance of a security hoarding including decorative displays and facilities for public viewing where appropriate; wheel washing facilities and other measures to ensure that any vehicle, plant or equipment leaving the application site does not carry mud or deposit other materials onto the public highway; measures to control the emission of dust and dirt during construction; 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.*

7. The development hereby permitted shall be carried out only in strict accordance with details of a scheme for the provision of surface water drainage incorporating infiltration SuDS or attenuation techniques. There must also be consideration of features such as green roof technology for the management of surface water peak and total flows, biodiversity and water filtering, in accordance with Coventry City Council's adopted Supplementary Planning Document for 'Delivering a More Sustainable City'.
  - i. A detailed strategy for the long-term maintenance of the SuDS and other surface water drainage systems on site.
  - ii. Development discharge rates for the individual projects on the site to be managed to Qbar greenfield rates or 5 l/s whichever is greater. The discharge rates for brownfield sites shall be considered as greenfield in accordance with the SFRA.
  - iii. Provisions must be made 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 specified by the Lead Local Flood Authority 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. This must be submitted to, and agreed by, the Local Planning Authority and Lead Local Flood Authority.
  - v. The surface water flood mapping indicates that the site is vulnerable to surface water flooding. An appropriately scaled flood risk assessment is required to establish the risk to the development, as well as the appropriate mitigation measures.
  - vi. Mapping of the 1 in 100 year surface water flood extents is required, to indicate the exceedance and conveyance flows to inform building floor level design and general ground levels, and to consider flood flow routing off site. This must be submitted to, and agreed by, the Local Planning Authority and Lead Local Flood Authority.
  - vii. 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 in accordance with Coventry City Council's adopted Supplementary Planning Document for 'Delivering a More Sustainable City'.

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. Where new or redevelopment site levels result in the severance, diversion or the reception of natural land drainage flow, the developer shall maintain existing flow routes (where there are no flood risk or safety implications) or intercept these flows and discharge these by a method approved by the Local Planning Authority.

**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. The residential units hereby permitted shall not be occupied unless and until the noise mitigation measure have been installed in accordance with the details contained within the submitted noise report, reference Albany Road, Coventry REP-1011004-05-AM-20181208 - Environmental Noise Report-Rev 1. (or in any subsequently approved amendments). Following completion of measures identified in the approved noise report, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the mitigation measures carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

**Reason:** *To protect the amenity of the occupiers of the residential accommodation hereby approved in accordance with Policy DE1 of the Coventry Local Plan 2016.*

9. The development 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 unless otherwise agreed in writing by the local planning authority.

**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.*

10. The development 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 drawing 'Proposed Site Plan - Drawing No.ARC-MA-00-ZZ-DR-A-00203 S2 P04' (or in any subsequently approved amendments) and thereafter those facilities shall remain available for use at all times unless alternative measures have been approved by the local planning authority.

**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.*

11. None of the bedrooms hereby permitted shall be occupied until the communal car parking spaces to be provided have been completed and marked out in accordance with the approved drawing Proposed Site Plan - Drawing No.ARC-MA-00-ZZ-DR-A-00203 S2 P04 and made available for use by the occupants and / or visitors to the

bedrooms and thereafter those spaces shall be retained for parking purposes unless otherwise agreed in writing by the local planning authority.

**Reason:** *To ensure adequate parking provision within the development in the interests of the amenities of the locality and highway safety in accordance with Policies AC1 and AC3 of the Coventry Local Plan 2016.*

12. The development hereby permitted shall not be occupied unless and until the bin storage area(s) have been laid out and provided in full accordance with the approved details (Proposed Site Plan - Drawing No.ARC-MA-00-ZZ-DR-A-00203 S2 P04) and thereafter those facilities shall remain available for use at all times. All bins which serve the development within the red line site area must be stored within the approved bin storage area and not positioned on the public highway or in the open, unless on bin collection days.

**Reason:** *In the interests of visual amenity and the amenities of the future occupants of the development in accordance with Policy DE1 of the Coventry local Plan, 2016.*

13. The development shall proceed in accordance with 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 use of low NOx boilers (to have a maximum dry NOx emissions rate of <40mg/kWh). All details shall be carried out as approved and maintained in accordance with the manufacturer's instructions. Boilers shall thereafter remain in place at all times

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

14. No lighting or illumination of any part of the building or the site shall be installed or operated unless and until details of such measures 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 the amenities of the occupiers of nearby properties in accordance with Policies DE1 and H5 of the Coventry Local Plan 2016*

15. Prior to their incorporation into the development hereby permitted, a package of measures to minimise the impact of the development upon local air quality shall be submitted to and in writing by the Local Planning Authority. These measures shall have consideration of the following: -

- (i) Provision for electric vehicle recharging points or dwellings to be made 'EV-ready' so a power connection is available to install an EV charge point as required;
- (ii) 10% of parking provision to be for EV re-charging on non-residential development
- (iii) Use of low NOx boilers (to have a maximum dry NOx emissions rate of 40mg/kWh);
- (iv) A construction method statement demonstrating how dust and noise emissions are to be mitigated during construction.

The measures shall be installed in full accordance with the approved details prior to first occupation of the development and thereafter shall be retained and shall not be

removed or altered in any way.

**Reason:** *To mitigate the impacts of development on air quality during and post construction in accordance with Policies DS3 & EM7 of the Coventry Local Plan 2016.*

16. Prior to the first occupation of the development hereby permitted a Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The content of the LEMP shall include the following:
- a) Description and evaluation of features to be managed;
  - b) Ecological trends and constraints on site that might influence management;
  - c) Aims and objectives of management, including mitigation and enhancement for species identified on site;
  - d) Appropriate management option for achieving aims and objectives;
  - e) Prescriptions for management actions;
  - f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a ten-year period);
  - g) Details of the body or organisation responsible for implementation of the plan, along with funding mechanism(s) for that body or organisation;
  - h) Ongoing monitoring and remedial measures, including where monitoring shows that conservation aims and objectives of the LEMP are not being met.
- The LEMP plan shall be implemented in strict accordance with the approved details within three months of the first occupation of the development and thereafter shall not be withdrawn or amended in any way.

**Reason:** *In order to safeguard and enhance habitat on or adjacent to the site in order to secure an overall biodiversity gain in accordance with Policy GE3 of the Coventry Local Plan 2016*

17. 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.*

18. The development hereby permitted shall be operated in accordance with the student management plan, prepared by Cassidy Group revised addition submitted 6th November 2019. The building shall only operate in full accordance with the approved details which shall not be amended in any way.

**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, AC2 and AC3 of the Coventry Local Plan 2016.*

19. The development hereby permitted shall be operated in accordance with the car parking management plan, prepared by Cassidy Group revised submitted 31st October 2019. The building shall only operate in full accordance with the approved details which shall not be amended in any way.

**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, AC2 and AC3 of the Coventry Local Plan 2016.*

20. The development hereby permitted shall only proceed in strict accordance with a scheme for targeting and utilising local people for construction and employment, which shall be submitted to an approved in writing by the Local Planning Authority.

**Reason:** *To secure local employment in accordance with the City Council jobs strategy and Policy JE7 of the Coventry Local Plan 2016.*

21. Before the development hereby permitted is brought into use details of any proposed plant on the roof top; including any screening, shall be submitted to and approved in writing by the Local Planning Authority. Once approved, such details shall be fully implemented prior to the occupation of the student accommodation and thereafter these measures shall not be removed or altered in any way without the prior written approval of the local planning authority.

**Reason:** *In order to protect the amenity of adjacent residents and ensure that a high quality design is achieved in accordance with Policies EM1 and DE1 of the Coventry Local Plan 2016.*

22. Before the access hereby permitted is first used, the visibility splay shall be provided at the back of the footway on either side of the proposed access way in full accordance with the approved drawing ARC-BWB-GEN-XX-DR-TR\_101\_Proposed Access Arrangements and Visibility Assessment \_P6. The visibility splays shall be retained thereafter with nothing in the visibility splay exceeding 600mm in height.

**Reason:** *In the interests of highway safety in accordance with the aims and objectives of Policies AC1 and AC2 of the Coventry Local Plan 2016.*

23. No development hereby permitted shall take place until details of the proposed site access and associated highway works on Albany Road have been submitted to and approved in writing by the local planning authority and no part of the development hereby permitted shall be occupied until the approved works have been completed in accordance with the approved plans. The works shall be retained as approved thereafter.

**Reason:** *In the interests of highway safety in accordance with the aims and objectives of Policies AC1 and AC2 of the Coventry Local Plan 2016.*



