

Planning Committee Report	
Planning Ref:	FUL/2019/2433
Site:	Plot C06, Friargate
Ward:	St Michaels
Proposal:	Erection of a new boutique style hotel of around 100 guestrooms over 5 storeys, with accompanying restaurant and bar at ground floor level. Partial stopping up of highway.
Case Officer:	Liam D'Onofrio

SUMMARY

Planning permission is sought for the erection of a new hotel of around 100 guestrooms over 5 storeys, with accompanying restaurant and bar at ground floor level. The scheme includes the partial stopping up of highway to the northern side of the site fronting the ring road slip road and decked area.

BACKGROUND

The City Centre Area Action Plan identifies the wider Friargate development as a bold, major mixed use development which will provide up to 300,000 m² of floor space over the plan period, of which 176,000 m² would be office space. Granted outline planning permission in 2011, a total of 25 new buildings are planned for the site, including 14 high quality new office buildings, two hotels, residential accommodation, leisure facilities and new retail floor space. This stand-alone planning application relates to the provision of a hotel on Plot 06 of the development immediately adjacent (west) to One Friargate.

KEY FACTS

Reason for report to committee:	More than five objections have been received.
Current use of site:	Vacant development plot within the Friargate masterplan
Proposed use of site:	Hotel with associated bar/restaurant

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 provide a high quality design solution.
- The proposal will not adversely impact upon highway safety.
- The proposal will not adversely impact upon the amenity of neighbours.
- The proposal accords with Policies: R2, R6, DE1, DS3, JE6, JE7, EM7, AC1 and AC4 of the Coventry Local Plan 2016, Policy CC12 of the City Centre Area Action Plan together with the aims of the NPPF.

BACKGROUND

APPLICATION PROPOSAL

This is a stand-alone planning application, rather than a reserved matters application linked to the original outline consent OUT/2011/0036. The proposed hotel will sit within the grid of access routes and reflects the site parameters of Plot 06, as set out by the 2011 Masterplan.

Planning permission is sought for a hotel with up to 100 guest bedrooms. The applicant is Hotel Indigo who intend to operate the site as a 4 star boutique style Hotel. Ancillary uses include a hotel bar area (target 40 covers), a restaurant (target 80-100 covers), a flexible private dining / meeting room and mini gym. The hotel entrance and lounge is located near the proposed Taxi drop-off area to the west of the site, the restaurant/bar entrance is located off the existing pedestrian walkway to the east and back of house/delivery entrance is located to the south.

In terms of scale the proposed building includes a generous ground floor storey height of 5 metres to give the hotel entrance suitable head-height for public/social spaces. Above ground floor, the hotel guestrooms are organised as four floors with matching storey heights. Above this is a roof level with plant space set in from the facade perimeter. The building will have a total height of 20.5 metres. The ground floor back-of-house area is single storey and will sit to the southwest corner of the plot.

In design terms the Design and Access Statement indicates that there will be a glazed ground floor with a cantilever projection above so that upper floors appear to 'float' over the predominantly glazed base. This impression is increased by using light, silver or metallic colours for the cladding. The elongated vertical proportion on the windows and external cladding are intended to make the building's scale less discernible and deceptively taller. Detail is added to the elevation by recessing the windows and treating these as glazed vertical strips in a darker colour to contrast to the adjacent light cladding and overall impression of semi-random vertical stripes, giving the building a striking 'barcode' appearance and its own independence within the masterplan of surrounding buildings.

The scheme provides no car parking. Cycle parking provision will be secured by condition. The hotel deliveries will need to take place from the proposed taxi drop off area to the west of the building until Plot 07 has been completed and the service road between plots is available for use.

SITE DESCRIPTION

The application site relates to development Plot C06 on the approved Masterplan No.2 general arrangement drawing, which was approved as part of a substantial office-led redevelopment scheme next to Coventry train station, which is commonly known as Friargate.

The application site lies immediately west of Plot C09, 'One Friargate' a 12 storey office building with ground floor café use, which was the first building to be completed within the Friargate development. Plot 06 is bounded by an existing pedestrian walkway to the east (the main pedestrian route between Coventry Station and the city centre), the ring road slip road to the north and a highway to the west linking the slip road to Eaton Road.

The site is currently bounded (in part) by hoarding, which extends southwards incorporating Plot 07 and a pedestrian footpath and grassed area to the north, adjacent to the ring road, slip road. Part of the eastern edge of the site is a planting strip of young Silver Birches.

The site is within the City Centre and Friargate Business Area, as defined by the Council's City Centre Area Action Plan.

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
Ref: 55200	Redevelopment scheme involving the demolition of existing buildings (except Coventry Railway Station and Railway multi-storey car park) and erection of multi-storey buildings in mixed use scheme predominantly office led (Use Class B1) and including shops (Class A1), financial and professional services (Class A2), restaurants and cafes (Class A3), drinking establishments (Class A4), hot food take-a ways (Class A5), hotels (Class C1), residential institutions (Class C2) residential (Class C3), non-residential institutions (Class D1), assembly & leisure (Class D2), student housing, vehicular showrooms, highway and 7 pedestrian alterations and enhancements including new transport interchange facilities, car parking, increased open space provision and associated landscaping and closure and diversion of public rights of way (all matters reserved)	Granted 14/01/10
OUT/2011/0036	Application for outline planning permission for master plan principles of a redevelopment scheme involving the demolition of existing buildings (except Coventry Railway Station and Railway Multi Storey Car Park) and erection of buildings in mixed use scheme predominantly office-led (use class B1) and including shops (use class A1), financial and professional services (use class A2), restaurants and cafes (use class A3), drinking establishments (use class A4), hot food takeaways (use class A5), hotels (use class C1), residential institutions (use class C2), residential (use class C3), non-residential institutions (use class D1), assembly and leisure (use class D2), student housing,	Granted 27/07/11

	vehicular showrooms, highway and pedestrian alterations and enhancements including new transport interchange facilities, car parking, increased open space provision and associated landscaping and closure of public rights of way [re-submission to revise the original masterplan]	
RMM/2013/1339	Remodelling of the ring road Junction 6 to replace the old gyratory with a bridge deck accommodating a new vehicular junction, areas of soft landscaped public open space and part of the pedestrianized boulevard linking the station to the City Centre.	Granted 12/09/13
RMM/2013/2414	Laying out of Station Square and erection of an office building with café/restaurant to part of the ground floor and associated vehicular & pedestrian access and parking provision at Master Plan plot C09, local access road alterations including closure of part of Manor Road and interim treatment of related areas following demolition	Granted 09/01/14
RMM/2014/3122	Pedestrianisation of Station Square (including permanent landscaping), demolition of Station Tower and Starley House and associated interim works to include revised vehicular access to Coventry Station, facilities for buses and taxis and station car parking	Granted 13/11/14
RMM/2016/0870	Submission of reserved matters details for part of the Friargate redevelopment relating to layout, scale, appearance, means of access and landscaping (and other matters scheduled by conditions 2,9,15 &20) in respect of the erection of an office building (Use Class B1) with cafe/restaurant (Use Class A3) to part of ground floor at masterplan plot C10 pursuant to outline planning permission reference OUT/2011/0036 granted on the 27 July 2011.(EIA Development-an Environmental Statement was submitted at outline stage)	Granted 22/06/16

POLICY

National Policy Guidance

National Planning Policy Framework (NPPF). The NPPF 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 6th 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 R2 Coventry City Centre- Development Strategy
Policy R3 The Network of Centres
Policy R6 Restaurants, Bars and Hot Food Takeaways
Policy GE3 Biodiversity, Geological, Landscape and Archaeological Conservation
Policy GE4 Tree Protection
Policy DE1 Ensuring High Quality Design
Policy HE2 Conservation and Heritage Assets
Policy AC1 Accessible Transport Network
Policy AC2 Road Network
Policy AC3 Demand Management
Policy AC4 Walking and Cycling
Policy AC5 Bus and Rapid Transit
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 JE6 Tourism/Visitor Related Development
Policy JE7 Accessibility to Employment Opportunities

City Centre Area Action Plan

CC1 – Coventry City Centre – development strategy
CC2 – Enhancement of heritage assets
CC3 – Building design
CC5 – Lighting
CC6 – Public realm
CC7 – Tall buildings
CC10 – Environmental Management
CC11 – Accessibility
CC12 – The Business Area

Supplementary Planning Guidance/ Documents (SPG/ SPD):

SPD Delivering a More Sustainable City
SPD Coventry Connected

CONSULTATION

No Objections received from:

- Historic England

- Cadent Gas
- Severn Trent Water
- West Midlands Police
- West Midlands Fire Service

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

- Skills and Employment (CCC)
- Environmental Protection (CCC)
- Ecology (CCC)
- Sustainable Services (CCC)
- Flood Risk Management (CCC)
- Highways (CCC)

Immediate neighbours and local councillors have been notified; a site notice was posted on 10/10/19. A press notice was displayed in the Coventry Telegraph on 17/10/19.

Twelve letters of objection have been received (primarily from residents on Stoney Road and Humphrey Burtons Road), raising the following material planning considerations:

- a) There is no visitor/staff parking provided with the scheme.
- b) The Hotel is already within a congested part of the city.
- c) Without ample parking the scheme will only increase traffic, road safety, noise and disturbance to residents in the neighbourhood.
- d) The resident's parking zones is failing and will not prevent free parking by staff and guests of the Hotel.
- e) Design concerns/building should match red brick of Council building opposite.
- f) Insufficient cycle provision. Use of cycle parking at station is unacceptable and are routinely full beyond capacity.

One neutral letter has been received, raising the following material considerations:

- g) A hotel is close vicinity to the station is sorely needed and will be very welcome. The cladding is bland and featureless and the low height undermines the Friargate Masterplan.

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

- h) There is insufficient guarantee that this will be a high quality boutique hotel.
- i) Budget and low-quality hotels are associated with anti-social behaviour and criminality etc.
- j) The existing residents' parking scheme is not properly enforced.

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 visual amenity, the impact upon neighbouring amenity, highway considerations, flood risk, noise, contaminated land, air quality and ecology.

Principle of development

Policy R1 and Policy CC1 'Coventry City Centre – Development Strategy' states that the city centre will continue to be developed and regenerated to ensure it is a truly world class city centre, leading in design, sustainability and culture.

Policy CC12 'The Business Area – Friargate' states that development proposals within this area must be informed by the approved 2011 Masterplan. Uses that are considered acceptable within the business area include leisure and recreation uses, including hotels.

Policy JE6 'Tourism/Visitor Related Development' states that proposals for development within Coventry city centre (as defined on the Policies Map), which would contribute towards the city's role as a tourist destination will be supported, subject to compatibility with other Plan Policies.

The Friargate development, which includes the potential for two hotels, has already been established under the original outline consent OUT/2011/0036. The proposed hotel forms a stand-alone planning application, but will still sit within the site parameters of Plot 06, identified within the 2011 Masterplan.

The proposed hotel is a main town centre use (as identified in the NPPF 2019) and will be acceptably located within the city centre providing a sustainably located facility within the wider Friargate Development in close proximity to Coventry Railway Station and shops, services and other public transport links within the city centre. The scale and design of the building are considered in greater detail below; however the scheme is considered to provide a high quality design solution that positively advances the Friargate Business District and the aspirations of the City in accordance with current Local Plan Policies.

The Hotel will provide an ancillary restaurant, bar and (mini) gym, which are also appropriately located in a defined centres, in accordance with Policy R6 'Restaurants, Bars and Hot Food Takeaways'.

The scheme is therefore considered to be acceptable in principle.

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).”

The 2011 Masterplan set out minimum and maximum building heights within the Friargate development. Maximum building heights of 13 and 19 metres were restricted on the peripheries of the Friargate development to respect existing development and protected spire view cones. The centre of the development, which includes Plot 06, set a minimum building height of 26 metres. This is to ensure that the final form of development brings forward the scale necessary to create a distinctive city skyline, provide for a range of building sizes, achieve an attractive street environment and ensure that new squares are appropriately framed.

The building height of the proposed hotel is 20.5 metres, a shortfall of 5.5 metres in terms of the masterplan. Officers have sought to add a further floor to increase the height of the building; however the applicant has stated that the brand’s market position and business planning is based upon an optimum number of 100 guestrooms and a further floor and additional rooms are not needed. The applicant notes that the core of buildings within the Friargate development are expected to be predominantly office buildings with residential on the periphery and considers that the economics of both building types benefit from providing a large quantum of floor space. In contrast Hotel uses are seen, within the masterplan, as individual buildings of a different type, for which the use and economics required a different quantum of accommodation, which does not give rise to a building of height.

The applicant considers a different approach to the visual appearance and height of the hotel would be an appropriate response and would open up views into the rest of the site. The scheme has therefore been designed to contrast with the surrounding offices in scale and external treatment, also reflecting its different use.

In terms of design the glazed ground floor creates a positive active frontage to three elevations and the cantilevered upper floors provide a strong vertical emphasis with narrow cladding and window strips creating the striking ‘barcode’ appearance.

The cladding panels are formed by vertical strips of varying widths of 150mm, 300mm and 600mm. Through officer negotiation the cladding has been revised from flat panels of uniform thickness to strips that will also have varying depths of 35mm, 70mm and 100mm to add further visual interest and relief to the façade. The cladding will be graded from metallic silver to blue with silver highlights. The glazed vertical strips are set in a darker colour, in contrast to the adjacent light cladding. The overall solution provides a visually interesting yet subtle façade that achieves an independent character to office uses.

The scheme is therefore considered to provide a high quality addition to the city scape within the Friargate Business District in accordance with the aims and objectives of Policy DE1.

Greyfriars Green Conservation Area and associated listed buildings are located to the north of the ring road. The scheme will be read within the context of the wider Friargate development and will not affect the setting of these heritage assets in accordance with Policy DE1 and HE2.

Impact on residential amenity

The application site is set within the parameters of the original 2011 Friargate masterplan. The use and associated comings and goings are likely to be easily absorbed into existing movements within this central location and the scheme is not therefore considered to result in any significant impact upon the amenities of surrounding occupiers in accordance with Policy DS3, R6 and H5 of the Local Plan.

Local residents have expressed concern that the Hotel will provide no on-site parking provision creating potential for staff and visitor cars to be parked within neighbouring streets. There is no parking requirement within the city centre and the application site is within a highly sustainable city centre location next to the railway station and bus stops. Staff who travel to work by car would have to park in existing long stay car parks within the city centre. On site cycle parking will also be required, which can be secured by condition.

A residents' parking scheme is already in place within surrounding streets, which will prevent staff and visitors from parking on-street in the surrounding locality. Some residents have expressed concern about weak enforcement of the scheme. This matter will be passed onto the highways authority to investigate and deal with as it is not a material planning consideration.

In terms of flue extraction and controlling cooking odour Environmental Protection has requested a condition to secure these details to conform to Policy CC10 and R6. A condition will also be imposed to secure details of plant, mechanical ventilation, internal party floor construction (between restaurant/gym and bedroom uses) and control of noise break out from the ground floor bar/restaurant use to protect the amenity of both visitors to the Hotel and the occupiers of surrounding buildings.

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. The car parking standards set out in Appendix 5 to the Local Plan indicate that the provision of private car parking will not generally be promoted within the City Centre as it is highly accessible by a range of transport modes and there is already an adequate supply of publically available car parking.

Highways have raised no objection to the principle of the scheme but have sought to clarify the extent of the taxi drop off lay-by and relocation of the existing Zebra crossing. Much of these works can be controlled through the Section 278 of the Highways Act, which allows improvements to the public highway linked to the planning application. Highways note that the lay-by also needs to be controlled via a TRO which restricts the set down / pick up waiting limit and stop parking within the area. Again the TRO will be made by the Highway Authority.

The lay-by will also need to be used for servicing and deliveries as an interim solution prior to Plot C04 being developed and a condition is suggested to secure both the provision of the lay-by prior to occupation, final details of the lay-by (to ensure a refuse vehicle can fit) and a scheme for servicing delivery hours so that it does not conflict with peak hours that the lay-by is likely to be used by customers.

The application site reflects that of Plot 06 within the 2011 masterplan; however as a stand-alone application the scheme includes the stopping up of part of the existing highway. Highways have no objection to this, which will be secured under separate legislation under the Highways Act.

Although the scheme requires no car parking provision Appendix 5 sets out the requirement for cycle parking for Hotels at 1 per 10 staff members (FTE) and 1 per 8 bedrooms for customers. A condition has been suggested to secure suitable cycle parking to meet this standard.

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.

Flood Risk Management state that the application site is at very low risk of flooding and therefore no objection is raised, subject to a condition to manage surface water drainage and sustainable urban drainage 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.

Environmental Protection raise no objection to the scheme in terms of contaminated land but recommend the standard pre-commencement conditions to secure a site investigation in order to understand potential risks to human health and the environment.

Air quality

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

In accordance with the Air Quality SPD and Policies EM7 and DS3, HW1 and EM2 of the Local Plan and CC10 of the City Centre AAP Environmental Protection have requested conditions to agree a construction management plan to demonstrate how vehicular emissions, dust and noise will be controlled and minimised during the construction phase and to restrict any gas boilers installed in the development as ultra-low emissions only.

Policy EM2 states that new development should be designed and constructed to meet the relevant Building Regulations in accordance with Local Plan Policy EM2. In addition Environmental Protection request that the Hotel is connected to Heatline, unless there are compelling technical reasons why this is not feasible. A condition has been suggested to secure these details.

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.

Policy GE4 'Tree Protection' of the Local Plan states that development proposals will be positively considered provided that there is no unacceptable loss of existing trees during or as a result of development and trees not to be retained as a result of the development are replaced with new trees as part of a well-designed landscape scheme.

The Ecologist notes that the vacant plot has not been managed for some time and particularly in the southern half has developed into a typical early successional habitat on disturbed ground. The development would entail the loss of this habitat and also a corridor of Silver Birch trees which have been planted on the eastern side of the site.

In order to comply with Policy GE3/4 and the national biodiversity duty (requiring a net gain in biodiversity from development) there should be a requirement to provide compensation as part of the development. The Ecologist notes that measures such as additional tree planting, a green roof (at first floor) or planters would provide both biodiversity and landscape benefits.

The scheme identifies street trees to the north elevation adjacent to the ring road slip road and a condition has been suggested to secure these in addition to a scheme to be agreed for planters and/or a green roof on the building's first floor flat roof.

Local Employment

The Coventry Local Development Plan, Policy J7 and its supporting text, refer to accessibility to employment opportunities for local people when development is taking place within the city.

The Council's Skills and Employment Team have requested the standard condition to require a skills and employment plan to ensure that the application supports local people – for example through the recruitment of apprenticeships or support to the local community.

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.

The supporting Design and Access Statement indicates that the building design has been developed in full consideration of national legislation to ensure that people are not discriminated against regardless of disability, age or gender in respect of access to new buildings and the public realm within the application site, as well as internal parts of the buildings.

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. The reason for Coventry City Council granting planning permission is because the development is in accordance with: Policies R2, R6, DE1, DS3, JE6, JE7, EM7, AC1 and AC4 of the Coventry Local Plan 2016, Policy 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: Drg No. 0101 P01, 0102 P01, 0103 P03, 0104, 0105, 2000 P02, 2001 P01, 2002 P01, 2003 P01, 2004 P01, 2005 P01, 2101 P01, 2102 P02, 2103 P01, 2104 P01, 2105 P01, 2106 P01.

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

3. No development shall commence unless and until a scheme for the provision of surface water drainage, incorporating SuDS infiltration or attenuation techniques for the management of all surface water, peak and total flows has been submitted to and approved in writing by the Local Planning Authority. Details shall include:
 - (i) A detailed strategy for the long-term maintenance of the SuDS and other surface water drainage systems on site.
 - (ii) Development discharge rates 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) All 'within building plot' drainage must be considered for the incorporation of water re-use systems, such as grey water harvesting, to manage down both peak and total rainfall runoff discharging to sewer systems, watercourses and groundwater.
 - (iv) The development must be considered for the implementation of permeable paving or similar permeable material for the partial reduction of flow and the improvement of water quality.
 - (v) Evidence to show the management of overland flow routes in the event of exceedance or blockage of the drainage system. Details should include demonstration of how the building will be protected in such an event.

(vi) Provisions must be made for the drainage of the site to ensure there is no discharge of surface water to the Public Highway.

All details shall be carried out and maintained as approved thereafter.

Reason: *To ensure that a satisfactory means of drainage is provided such as to minimise flooding and which promotes and maintains the good stewardship of the natural and built environment in accordance with the Water Framework Directive and Policies EM4 and EM5 of the Coventry Local Plan 2016 and the Supplementary Planning Document 'Delivering a More Sustainable City'.*

4. The development hereby permitted shall proceed in accordance with details submitted to and approved in writing by the local planning authority of the proposed tree pits for street trees to the north elevation of the building, together with details of the proposed trees, nursery stock specification, tree support details, drainage details and constructions methodology and design. Approved details shall be completed within the first planting season following occupation. Any tree(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 planting shall be 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 enhance biodiversity in the interests of the amenities of the locality in accordance with Policies DE1, GE3 and GE4 of the Coventry Local Plan 2016.*

5. Prior to commencement of development a Scheme of Works to connect to the Coventry Heatline shall be submitted to and approved in writing by the local planning authority, unless proven unviable. The approved Scheme of works shall be implemented in full prior to occupation and shall not be altered thereafter.

Reason: *In the interests of protecting and improving local air quality in accordance with Policies EM7 and DS3 of the Coventry Local Plan 2016*

6. Any gas boilers installed on site shall have a dry NO_x emission rate of no more than 40mg/kWh.

Reason: *In the interests of protecting and improving local air quality in accordance with Policies EM7 and DS3 of the Coventry Local Plan 2016*

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

adjoining land, groundwaters and surface waters, ecological systems, archaeological sites and ancient monument; (iii) an appraisal of remedial options, and proposal of the preferred option(s).

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

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

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

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

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

10. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the local planning authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition (No.7), and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition (No.8), which shall be submitted to and approved in writing by the local planning authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the local planning authority in accordance with

condition (No.9).

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.*

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

Reason: *In the interests of promoting employment opportunities for local people in accordance with Policy JE7 of the Coventry Local Plan 2016.*

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

Reason: *In the interests of encouraging the use of alternative modes of transport with the aim of creating a more sustainable city in accordance with Policies DS3 and AC4 of the Coventry Local Plan 2016.*

13. The development hereby permitted shall not be occupied unless and until the internal bin storage area(s) have been laid out and provided in full accordance with the approved details and thereafter those facilities shall remain available for use at all times.

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.*

14. No development (including demolition) shall take place unless and until a construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be strictly adhered to throughout the construction period and shall provide for: hours of work; the parking of vehicles of site operatives and visitors; the delivery access point; the loading and unloading of plant and materials; anticipated size and frequency of vehicles moving to/from the site; the storage of plant and materials used in constructing the development; the erection and maintenance of a security hoarding including decorative displays and facilities for public viewing where appropriate; wheel washing facilities and other measures to ensure that any vehicle, plant or equipment leaving the application site does not carry mud or deposit other materials onto the public highway; measures to control the emission of dust and dirt during demolition and construction; measures to control the presence of asbestos, measures to minimise noise disturbance to neighbouring properties during demolition and construction; and a scheme for recycling / disposing of waste resulting from demolition and construction works.

Reason: *In the interests of highway safety and the amenities of the occupiers of nearby*

properties in accordance with Policies EM7 and AC1 of the Coventry Local Plan 2016.

15. Prior to their incorporation into the development, details of: window frame colour and materials; glazing details; brick and mortar details; cladding details including colour/finish and profile, fixing systems, joint details; details of roof top safety rail systems; and details of any plant enclosure or similar structures shall be submitted to and approved in writing by the Local Planning Authority. These details shall be installed only in strict accordance with the approved details prior to the first occupation of the development and thereafter shall be retained and shall not be removed or altered in any way.

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.*

16. The development hereby permitted shall only be undertaken in strict accordance with details of a combined ecological and soft landscaping scheme, which has been submitted to and approved in writing by the local planning authority. The scheme should provide details for a planting scheme on the first floor flat roof including planters and/or a green roof and a maintenance and management plan. Details shall be carried out as approved within the first planting season following occupation. Any tree(s) or shrub(s) which within a period of five years from the completion of the development dies, is removed or becomes in the opinion of the local planning authority seriously damaged, defective or diseased shall be replaced in the next planting season with another of similar size and species, unless the local planning authority gives written consent to any variation. All hedging, tree(s) and shrub(s) shall be planted in accordance with British Standard BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations and BS4428 - Code of Practice for General Landscape Operations.

Reason: *To ensure a satisfactory standard of appearance of the development and enhance biodiversity in the interests of the amenities of the locality in accordance with Policies DE1, GE3 and GE4 of the Coventry Local Plan 2016.*

17. Notwithstanding the approved plans the development shall not be occupied unless and until details of use and large scale drawings and sections for the lay-by have been submitted to and approved in writing by the Local Planning Authority. Details shall include:
 - (i) Dimensions of the lay-by to demonstrate that a refuse vehicle can be accommodated;
 - (ii) Sections to show kerb lines and a pedestrian crossing point linked to the repositioned Zebra crossing;
 - (iii) An interim scheme (until servicing can be carried out from the south of the site) for restricting the hours of use of the lay-by for deliveries and servicing of the hotel to avoid conflict with vehicles dropping off and picking up customers.All details shall be carried out as approved prior to first occupation of the development.

Reason: *In the interests of highway safety and the free flow of traffic in accordance with Policy AC1 of the Coventry Development Plan 2016.*

18. Fume extraction and odour control equipment (including external ducting flues) shall be properly installed in their entirety in accordance with details first submitted to and

approved in writing by the local planning authority and such installation shall have been carried out to an approved standard and inspected by the local authority before the use hereby permitted commences. Any external ducting shall be colour coated in accordance with the approved details within one month of its installation and any replacement or modification shall be colour coated to match within one month of its installation. The equipment shall be permanently maintained in accordance with the manufacturer's instructions and be operated at all times when cooking is carried out.

Reason: *To ensure a satisfactory standard of appearance of the development in the interests of the amenities of the locality and to protect the amenities of occupiers of adjacent buildings in accordance with Policies R6 and DE1 of the Coventry Local Plan 2016.*

19. No fixed plant and/or machinery shall be operated unless and until details of the fixed plant and/or machinery including any mitigation measures, has been submitted to and approved in writing by the local planning authority. The rating level of the noise emitted from the plant and machinery shall not exceed the current background noise level at the nearest off site residential receptor. The noise levels shall be determined by measurements or calculations at the nearest off site, noise sensitive premises. The measurements and assessment shall be made according to BS 4142:2014. All details shall be carried out as approved and mitigation measures shall remain in place thereafter.

Reason: *To safeguard the amenities of the adjoining occupiers of the development in accordance with Policy DS3 of the Coventry Local Plan 2016.*

20. The development hereby permitted shall proceed in accordance with details to be submitted to and approved in writing by the local planning authority for the following:
- (i) A mechanical ventilation strategy, which is suitable to provide background and purge ventilation so that windows do not need to be opened for this purpose;
 - (ii) Specifications for the internal party walls/floor construction (between the restaurant/bar/gym and bedroom uses);
 - (iii) A scheme to control noise breakout including amplified music from the ground floor bar/restaurant use.
- All details shall be carried out as approved prior to first occupation and retained thereafter.

Reason: *To safeguard the amenities of both the adjoining occupiers and customers of the development in accordance with Policy DS3 of the Coventry Local Plan 2016.*

