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| Planning Committee Report | |
| Planning Ref: | FUL/2020/3165 |
| Site: | Land at the corner of Queens Road, York Street and Butts, Coventry, CV1 3TH. |
| Ward: | |
| Proposal: | Redevelopment of the existing car park to provide a new student accommodation building and stopping up of a section of public highway on York Street. |
| Case Officer: | Emma Spandley |

SUMMARY

The application seeks planning permission for the redevelopment of the existing former multi surface level car park located on the corner of Butts and York Street. The scheme proposes a new student accommodation building comprising, 19 storeys at (54.9m) in height, immediately adjacent to the Ramada building (in comparison the Ramada building is 60.5m high), and 423 bed spaces, and the stopping up of a section of public highway on York Street.

BACKGROUND

The application site is located on an existing below ground car park adjacent to the Ramada Hotel, on the corner of Butts and York Street. The multi storey car park to the north will remain.

KEY FACTS

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| Reason for report to committee: | Over 5 objections against the officer recommendation. |
| Current use of site: | Disused car park. |
| Proposed use of site: | Student accommodation. |

RECOMMENDATION

Planning committee are recommended to delegate the granting of planning permission to the Strategic Lead - Planning, subject to the conditions listed in the report and the completion of the S106 legal 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, DE1, AC1, AC2, AC3, AC4, EM1, EM2, EM3, EM4, EM5, EM7, JE7 and IM1 of the Coventry Local Plan 2016, together with the aims of the NPPF.

BACKGROUND

SITE DESCRIPTION

The application site is (913 sq.m) in size and occupies a former split surface car park, which is currently vacant and surrounded by perimeter fencing, on the corner of York Street and Butts.

York Street is a narrow road which affords access to the multi surface car park to the rear (north). On the opposite side of York Street, to the east, is a commercial property called Thai Orchard; across the Butts, and on the corner of Queens Road and Upper York Street, to the south east, is Liberty Park a 4 / 5 storey student accommodation; further commercial properties comprising 2-2 ½ storey restaurants and shops, with residential above to the south and the Ramada hotel to the west and north west. The Ramada hotel being 18 storeys (60.5m high).

The site is a disused basement car park which was formerly part of the multi-storey car park to the north of the site and as such, the site level is 2m – 2.5m lower than the surrounding area.

APPLICATION PROPOSAL

The application seeks planning permission for the redevelopment of the existing car park to provide a new student accommodation building, associated amenities and the stopping up of a section of public highway in York Street.

The proposal comprises the following elements;

- 423no. bedroomed student accommodation comprising cluster and one-bedroom flats.
- 140no. cycle spaces to serve the student accommodation;
- Dedicated bin storage areas;
- Stopping up of a small section of York Street.

Accommodation

The student accommodation will be provided as follows;

| Unit type | No. of units | No. of bed spaces |
|-----------|--------------|-------------------|
| Cluster | 60 | 329 |
| Studio | 94 | 94 |
| | 154 | 423 |

Cluster units are typically 4 or 6 bedrooms with some comprising 5, 7 and 8 bedrooms. Studio flats are considered to be self-contained units of accommodation.

A total of 423no. units are proposed in the student accommodation building.

Ground floor provides amenity spaces including communal areas, study spaces, laundry facilities, bin stores, general recreational areas, a six bedroomed cluster, two accessible rooms and a courtyard garden; First floor, a cinema room, study room, two studios and four clusters, (one cluster flat being duplex); Second floor a gym, laundry room, five studios and three cluster flats (one cluster flat being duplex);.

Third to 14th floor provides three studios and four cluster flats; 15th floor, three studios and four cluster flats; 16th floor provides a sky lounge with a roof terrace including private dining rooms and 14 studio flats with one being accessible; 17th floor, 18 studios, four with a roof terrace and 18th floor, 14 studios.

Access

All vehicular access to and from the site will be via York Street to the multi storey car park to the north. With pedestrian access from Butts / York Street.

Cycle storage facilities will be provided on the basement level of the building, providing storage for 140no. cycles, accessed via an internal ramp, together with the disabled spaces and the drop off and pick up area.

Dedicated internal bin storage is located at ground floor and accessed via York Street.

Building Design

The proposed building will consist of a two storey podium, which will front onto Butts and York street, before being set back and rising to two tower sections, 19 storeys (54.9m) in height, immediately adjacent to the Ramada building (in comparison the Ramada building is 60.5m high), with the other tower stepping down.

The proposed buildings incorporate a palette of external materials. The primary external material to the lower podium is brick to tie in with surrounding residential dwellings, a secondary contrasting brickwork within the base of the towers, creates an additional element of interest and depth to the façade through a varied palette.

Submitted with the scheme were various supporting documents, including;

- Air Quality Assessment, dated December 2020 - Report Ref:100340 No.1;
- Daylight & Sunlight Report, dated 18th December 2020 - Report Ref 2364;
- Design and Access Statement, dated December 2020 - Report Ref: DAS 03;
- Ecology Report, prepared by Martin Ecology, dated 17th April 2020
- Health Impact Assessment - Report Ref: ESC1497
- Noise Assessment, dated December 2020 - Report Ref:100340
- Phase 1 Geoenvironmental and Geotechnical, dated 14th April 2020 - Report Ref:DAP/28501
- Planning Statement, dated December 2020
- Energy Statement, dated 18th May 2020 - Report Ref:1497-ESC-00-ZZ-RP-Z-0014
- Transport Statement, dated December 2020 - Report Ref:J324360
- Travel Plan Statement, dated December 2020 - Report Ref:J324360
- Effect of Design Changes on Pedestrian Wind Environment, dated 21st December 2020 - Report Ref:WF297-03F03(rev0)- Memo
- Pedestrian Wind Environment Statement, dated 15th May 2020 - Report Ref:WF297-03F02(REV1)- WS REPORT

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 |
|-------------------------------------|---|--|
| <u>Relating to the Ramada</u> | | |
| S/1972/0311 | Office accommodation, flats and multi-story car park | Approved |
| S/1972/0312 | Construction of offices and car park | Approved 04/01/1972 |
| S/1977/0081 | 17 floors of office accommodation with caretakers flat and plant rooms above and adjoining multi-storey car park | Approved 23/06/1977 |
| R/2000/1829 | Change of use from Former BT Office Building (Use Class B1) to Hotel (Use Class C1) | Approved 15/01/2001 |
| R/2002/1389 | Alterations and extensions to approved Hotel to provide for a larger ground floor restaurant (Phase One) and part demolition and alterations and refurbishment of existing multi-storey car park and construction of Leisure Club (Phase Two) | Approved 29/07/2004 |
| <u>Relating to application site</u> | | |
| R/2006/0231 | Erection of one mixed use block consisting of 90 one- and two-bedroom apartments, with associated secure underground parking, and leisure club and one block consisting of 17 elderly person homes | Approved 01/08/2006 Note: This permission was not implemented and has subsequently lapsed; however, it did establish the acceptability of the principle of the redevelopment of the site along with the introduction of residential uses. |
| FUL/2020/1148 | Erection of a building with up to 19 storeys for student accommodation and stopping up of a section of public highway on York Street. | Withdrawn |

POLICY

National Policy Guidance

National Planning Policy Framework (NPPF). The new NPPF published on 24 July 2018 sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that is relevant, proportionate and necessary to do so. The new NPPF increases the focus on achieving high quality design and states that it is "fundamental to what the planning and development process should achieve".

The National Planning Practice Guidance (NPPG) 2014, this adds further context to the NPPF and it is intended that the two documents are read together.

Local Policy Guidance

The current local policy is provided within the Coventry Local Plan 2016, which was adopted by Coventry City Council on 6th December 2017. Relevant policy relating to this application is:

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|------------|--|
| Policy DS1 | Overall Development Needs |
| Policy DS3 | Sustainable Development Policy |
| Policy DS4 | (Part A) – General Masterplan Principles |
| Policy JE7 | Accessibility to Employment Opportunities |
| Policy H3 | New residential development |
| Policy H10 | Student accommodation |
| 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 (adopted 2009)

Appendix 5 Coventry Local Plan – car parking and cycle parking standards

CONSULTATION

Consultee responses

No Objections received from:

- CCC Conservation
- CCC Archaeology
- CCC Housing and Policy Services
- CCC Rights of Way Officer
- CCC Planning Policy

- CCC Waste Management
- West Midlands Fire Service

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

- CCC Highways – conditions – details of cycle parking.
- Police – conditions for Secured by Design (SBD) measures to be included within the scheme.
- CCC Skills and Employment- condition relating to local employment.
- Ecology - conditions requiring the mitigation as set down within the Ecology Report, prepared by Martin Ecology, dated 17th April 2020
- Education – subject to the proposal remaining as student accommodation – S106 required to secure this.
- Drainage – conditions required relating to a drainage scheme.
- CCC Urban Design – conditions requiring details of external materials.
- CCC Environmental Protection - conditions required relating to noise, air quality and ground contamination.

Public consultation responses

Immediate neighbours and local councillors were notified on 11/01/21; a site notice was posted on 21/01/2021 and a press notice was displayed in the Coventry Telegraph on 21/01/2021.

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

- a) Impact on the character of character – development too large and out of proportion with surrounding area
- b) Numbers of students proposed is too many – quantum of development
- c) Impact on neighbouring properties – overbearing impact, loss of daylight / sunlight, noise and disturbance.
- d) Loss of parking via the removal of the existing multi storey car park.
- e) Highway safety – not enough parking,
- f) Will exacerbate on street parking near to the site
- g) Loss of car parking to Earlsdon Park Village
- h) How will the student car parking be allocated and managed?

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

- i) Too many purpose-built student accommodations.
- j) Too many students in the area.
- k) Pedestrian safety due to wind.
- l) Character of the area is being spoilt by too much student accommodation.

1 letter of support has been received.

Any further comments received will be reported within the late representations document.

APPRAISAL

The main issues in determining this application are;

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:

- a) It is directly accessible from the universities,
- b) Such development can play a part in the regeneration of the immediate neighbourhoods without disadvantage to local services,
- c) It will not materially harm the amenities of occupiers of nearby properties and
- d) It will reflect and support or enhance the appearance and character of the area.

In respect of point a); the proposal is located close to the City Centre, which incorporates Coventry University campus and is close to bus and train links to the University of Warwick campus and therefore accords with part a)

In respect of point b); the development seeks to redevelop an unused part of a surface level car park which adds no benefit to the area or the locality. 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.

Impact on character of the area

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. The material pallets demonstrated within the proposal is largely positive in its consideration with elements reflecting the locality and reducing the visual impact of the tallest tower elements. The lower podium provides a strong base for the towers and is a positive reflection of the character in the locality through the use of Red brick.

Furthermore, the use of a secondary contrasting brickwork within the base creates an additional element of interest and depth to the façade though a varied pallet while still responding positively to the street scene. There has been beneficial consideration of the adjacent Ramada Buildings with the proposal forming a cluster of tall buildings that are stepping down and form a subservient response to the Ramada which is a positive aspect to the proposal.

The lower podiums massing has been broken up in order to further respect the existing building line presented from the Aardvark Public House while still providing a more comfortable approach to forward stepping within the street scene. Additionally the demonstrated set back to the front elevation of the base on the south eastern corner illustrates additional benefits to the public realm with the production of defined corner aspect which is beneficial in terms of legibility of the entrance on the street scene, improved visibility splays onto York street and the provision of a landscaped animated frontage.

In line with previous advice given, the lower podiums direct relationship with the existing context has been carefully considered. This was in order to reduce any potential for creating an overbearing nature on the street, the stepping back originally suggested was to reflect that of the depth of the units which form the adjacent context which has largely resolved concerns regarding separation distances. It is therefore positive that within this proposal that the suggested opportunities to deliver this aspect have been explored to define this key component on the street frontage, the podiums massing has benefitted from being reduced to two storeys to reflect the predominate 2-2 ½ storey massing of the existing context.

When considering tall building design within Coventry developments follow a principle rhythm with a clear indication of Base, Middle and Top elements. There has evidentially been a consideration of this element within the proposal, with the setting back from the base podium, it is of further benefit that the middle vernacular language has been adopted over two floors which is positive in allowing the tripartite elevational language to be legible from the human scale on the street scene.

There has also been a beneficial consideration for sufficient secure bin storage provision within the proposal which follows guidance outlined in the Waste Storage Technical Advice Note and would also be supported by the National Design Guide 2019. There has also been further consideration of the Coventry Connected SPD with the provision of sufficient secure bike storage which is a positive element to the proposal.

Objections have been raised to be 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 large, however it has been designed in order to step the scale of development down from the Ramada. The comments are noted with regards to the Ramada building; however, the building is here to stay and the proposal has been designed with this in mind, as a series of cascading towers, with the two storey podium to the ground floor providing the human scale. It is therefore considered that this development enhances the character of the area by providing a high-quality designed building which demonstrates clever design which responds to the surrounding site characteristics.

The proposed development introduces a high-quality building in this prominent location and as detailed above has been designed to respect, preserve and enhance the site and surrounding area. The proposed development thereby complies with Local Plan Policy DE1.

Impact on residential amenity

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:

- a) It is directly accessible from the universities,
- b) Such development can play a part in the regeneration of the immediate neighbourhoods without disadvantage to local services,
- c) It will not materially harm the amenities of occupiers of nearby properties and
- d) It will reflect and support or enhance the appearance and character of the area.

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 development be occupied by other aspects of the city's population then it would be required to contribute towards affordable housing and potentially other Section 106 or CIL contributions.

The Housing and Policy Officer and Education Officer have indicated 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 we would want an affordable housing contribution. It is for this reason the tenure of student accommodation shall be secured through a S106 agreement.

As discussed in the principal of development section above, it is considered the proposal complied with parts a) and b) of Policy H10.

With regards to parts c) and d), 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. 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 Squires Way.

The separation distances between habitable room windows is 20m. The lower podium is set at two storeys, the properties on the opposite side of the road (to the south west) are in commercial use at ground floor with some residential within the eaves.

Whilst it is acknowledged that the overall height of the building is 19 storeys, the height of the towers is set back from the front elevation in order to mitigate harm that could be caused through overbearing.

There have been several 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 front elevation which 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) and d) of Policy H10 and Policy DE1 of the Coventry Local Plan 2016.

Impact of future occupiers

Policy H3 of the Coventry Local Plan is concerned with creating suitable residential environments

All bedrooms have a window with an outlook. The proposal has addressed previous concerns regarding the quality of outlook and privacy on the Northern Elevation for the proposed habitable rooms, the proposal demonstrates that habitable rooms placed on this elevation provide an outlook set back from that of the adjacent car park. This in beneficial is assuring a quality outlook which provides both visual amenity and adequate daylight while not compromising the privacy of the individual rooms due to the proximity of the space in accordance with Policy DS3, H3 of the Coventry Local Plan.

Highway considerations

Policy AC1 'Accessible Transport Network' states that development proposals which are expected to generate additional trips on the transport network should:

- a) Integrate with existing transport networks including roads, public transport and walking and cycling routes to promote access by a choice of transport modes.
- b) Consider the transport and accessibility needs of everyone living, working or visiting the city.
- c) Support the delivery of new and improved high-quality local transport networks which are closely integrated into the built form.
- d) Actively support the provision and integration of emerging and future intelligent mobility infrastructure.

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

The site currently occupies a former multi surface car park, which has not been in use for a number of years.

The Travel Plan (and Transport Statement) associated with the development includes the expected measures to encourage sustainable travel plus the addition of improvements to some of the key walking routes from the site, the provision of a bike hire/club for occupants and the offer of a 1 month public transport taster ticket. These are all welcomed, showing that the developer is taking active and sustainable travel seriously and is aligning the measures with the adopted policies of the Coventry Local Plan and the adopted Coventry Connected (Transport and Accessibility) SPD, January 2019.

The Highway Authority accepts the low levels of parking provision given the proposed tenure of the building by students.

The management of arrivals and departures at the beginning and end of terms, as described in the Transport Statement, is noted and accepted, however further arrangements shall be in place to prevent students from using cars whilst living in the building, not permitting access to the car park and having no access to residents parking permits. These two further issues can be sorted by way of the tenancy agreement.

The forecast for trip generation reflects the location of the development and the expectation of high levels of walking and cycling, plus access to public transport. As such there are no capacity issues to report on the local highway network. The main bus interchange at Coventry Railway Station is only 750m away offering frequent services to multiple destinations. Retail & food opportunities are also within reasonable walking distance from the site.

The objections are noted with regards the concerns over residents of the proposed building using the existing Earlsdon Park for parking, however the issues of non-residents parking in a residents parking area is an ongoing issues and is a matter for the management of the Earlsdon Park development to enforce.

The future occupiers of the development will not be allegeable for a Permit to parking within the Residents Parking Zone (RPZ) currently in force within the area.

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| BA – The Butts | Albany Road, Westminster Road, Regent Street, Gordon Street, Brunswick Road and Bedford Street. |
|----------------|---|

On the basis that the development does accord with aims of the NPPF the Highway Authority has no objections to the current proposal subject to the suggested conditions below along with the requested S106 contribution.

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 development is indicated as being in Flood Zone 1 on the Environment Agency Flood map and therefore has a low risk of flooding. Drainage officers have reviewed the documents and conclude that the development is acceptable in terms of flood risk, subject to the recommended conditions. The proposal complies with Policies EM4 and EM5 of the Coventry local Plan 2016.

Noise

A noise assessment dated December 2020 - Report Ref:100340, was submitted in support of the application. Environmental Protection officers have raised no concerns regarding the impact of the development in terms of noise, subject to a condition requiring the mitigation measures detailed in section 6 of the Noise Assessment, dated December 2020 - Report Ref:100340 for the glazing and ventilation specifications and also controls for the construction phase. Please see condition No.3.

The proposal is considered to comply with Local Plan Policy H10 in this respect.

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 wastewater by whatever means.

The application site is in an area where contamination may be present the standard ground contamination conditions have been requested to be attached to the decision. Environmental Protection officers are satisfied that the development complies with local plan policies regarding previously developed land and the proposal is acceptable in this respect.

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.

The application was supported by an Air Quality Assessment, dated December 2020 - Report Ref:100340 No.1 and also seeks a predominately car free development.

Subject to the combine and power system emissions being ultra-low NOx, Environmental Protection raise no objections to the proposal subject to the conditions attached to the end of this report.

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 contributions for Greenspaces and Parks, Clinical Commissioning Group (CCG), NHS Student accommodation clause requiring that the accommodation shall only be occupied by students, to be secured under a Section 106 Legal Agreement.

Other

Objections have been received regarding the need for more student accommodation.

The site is not owned by Coventry City Council, it is owned by a private individual and therefore we as a Council do not have any control over where and for what planning applications are submitted.

The City Council as local planning authority has a statutory obligation to determine all applications submitted in accordance with the development plan and other material considerations (Section 70 TCPA 1990 provides that a local planning authority, when determining an application '*should have regard to the provisions for the development plan in so far as material to the application and to other material considerations*').

If there was not a need for student accommodation, investment would not be forthcoming; subsequent planning applications for such types of accommodation would, therefore, not be submitted.

However, as mentioned above, need for more PBSA is not a material planning consideration and the application has to be assessed on its own individual merits in accordance with the development plan and other material considerations.

Equality implications

The proposal has been reviewed and it is considered there are no known equality implications as a result of this proposal, in accordance with the Equality Act 2010.

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), HW1, H3, H10, GE3, GE4, JE7, DE1, HE2, 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 not later than 3 years from the date of this decision.

Reason: *To conform with Section 91 of the Town and Country Planning Act 1990 (as amended)*

2. The development hereby permitted shall be carried out in accordance with the following approved plans: Drawing - Location Plan - Drawing No.C3099 / 010_02 rv- Drawing - Amended Proposed Ground Floor and Basement Plans - Drawing No.100_00 Rev T;

Drawing - Amended Proposed 1st and 2nd Floor Plans - Drawing No.100_01 Rev U;

Drawing - Amended Proposed 3rd and 4th-14th Floor Plans - Drawing No.100_03 Rev R

Drawing - Amended Proposed 15th and 16th Floor Plans - Drawing No.100_15 Rev B;

Drawing - Amended Proposed 17th and 18th Floor Plans - Drawing No.100_17 Rev B;

Drawing - Proposed Roof plan - Drawing No.100_50 Rev H;

Drawing - Proposed Section A-A - Drawing No.300_01 Rev C

Drawing - Proposed Section B-B - Drawing No.300_02 Rev B

Drawing - Proposed Section C-C - Drawing No.300_03 Rev B

Drawing - Proposed Site Plan (incl Stopping-up) - Basement - Drawing No.013_01 Rev E

Drawing - Proposed Site Plan (incl Stopping-up) - Ground Floor - Drawing No.013_00 Rev E

Drawing - Proposed South Elevation - Drawing No.201_01 Rev D

Drawing - Proposed North Elevation - Drawing No.201_02 Rev D

Drawing - Proposed East Elevation - Drawing No.201_03 Rev D

Drawing - Proposed West Elevation - Drawing No.201_04 Rev D

Drawing - Proposed Streetscenes (visuals) - Drawing No.210_10 Rev B

Drawing - Proposed Drainage Strategy - Drawing No.CWA-19-146-530

Report - Air Quality Assessment, dated December 2020 - Report Ref:100340 No.1

Report - Daylight & Sunlight Report, dated 18th December 2020 - Report Ref 2364

Report - Design and Access Statement, dated December 2020 - Report Ref: DAS 03

Report - Ecology Report, prepared by Martin Ecology, dated 17th April 2020

Report - Health Impact Assessment - Report Ref: ESC1497

Report - Noise Assessment, dated December 2020 - Report Ref:100340

Report - Report - Phase 1 Geoenvironmental and Geotechnical, dated 14th April 2020 -

Report Ref:DAP/28501

Report - Planning Statement, dated December 2020

Report - Energy Statement, dated 18th May 2020 - Report Ref:1497-ESC-00-ZZ-RP-Z-0014

Report - Transport Statement, dated December 2020 - Report Ref:J324360

Report - Travel Plan Statement, dated December 2020 - Report Ref:J324360

Report - Effect of Design Changes on Pedestrian Wind Environment, dated 21st December 2020 - Report Ref:WF297-03F03(rev0)- Memo

Report - Pedestrian Wind Environment Statement, dated 15th May 2020 - Report Ref:WF297-03F02(REV1)- WS REPORT

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

3. The development hereby permitted shall be carried out in accordance with the Noise Assessment, dated December 2020 - Report Ref:100340, specifically, the mitigation measures set out in Chapter 6 mitigation, relating to the acoustic design details. The measures shall be installed in full accordance with the approved details prior to first occupation of the development and thereafter retained and shall not be removed or altered in any way.

Reason: *To protect the amenities of future occupiers from road traffic noise and general disturbance in accordance with Policy H3 of the Coventry Local Plan 2016*

4. Prior to their incorporation into the development, details of:
 - window/ door frame colour and materials;
 - glazing details;
 - brick and mortar details;
 - cladding details including colour/finish and profile, fixing systems and joint details;
 - details of any rainwater goods;
 - details of any vents/grilles;
 - details of roof top safety rail systems; and
 - details of any plant enclosure or similar structuresshall be submitted to and approved in writing by the Local Planning Authority. These details shall be installed only in full 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 that the proposed development has a satisfactory external appearance in the interests of the visual amenities of the area in accordance with Policy DE1 of the Coventry Local Plan 2016.*

5. Prior to the first occupation of the building hereby permitted, a student management scheme shall be submitted to and approved in writing by the Local Planning Authority; which sets out clear arrangements for the beginning and end of terms for students moving into and out of the accommodation. Thereafter 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.*

6. No development (including any demolition) shall take place unless and until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority. The CMP shall include details of:
 - hours of work;
 - hours of deliveries to the site;
 - the parking of vehicles of site operatives and visitors during the demolition/construction phase;
 - 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;
- details of any piling together with details of how any associated vibration will be monitored and controlled; and
- a scheme for recycling / disposing of waste resulting from demolition and construction works.

Thereafter, the approved details within the CMP shall be strictly adhered to throughout the construction period and shall not be amended in any way.

Reason: *The agreement of a Construction Management Plan prior to the commencement of development is fundamental to ensure a satisfactory level of environmental protection; to minimise disturbance to local residents and in the interests of highway safety during the construction process in accordance with Policies [EM7], AC1 and AC2 of the Coventry Local Plan 2016.*

7. Notwithstanding the details shown on the approved plans; prior to occupation of the building hereby permitted, details of cycle parking facilities shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking facilities shall be provided in full accordance with the approved details prior to first occupation and thereafter those facilities shall remain available for use at all times and shall not be removed or altered in any way.

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, AC3 and AC4 of the Coventry Local 2016.*

8. I. A scheme for the provision of all surface water drainage, incorporating SuDS attenuation techniques. There must also be consideration of features such as rainwater harvesting for the management of surface water peak and total flows and water filtering, in accordance with Coventry City Council's adopted Supplementary Planning Document for 'Delivering a More Sustainable City'.
II. A detailed strategy for the long-term maintenance of the SuDS and other surface water drainage systems on site.
III. In accordance with point i) above, the development discharge rate must be managed to a limiting value of 5.0 l/s offsite.
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. Evidence to show the management of surface flows in the event of exceedance or blockage of the drainage system. Details should include the management of flows using an overflow arrangement to guard against internal flooding.

VI. Finished floor slab levels must be 300mm above the 1 in 100 year pluvial flood levels,

and above the 1 in 1000 year fluvial flood levels.

VII. Provisions must be made for the drainage of the site to ensure there is no discharge of

surface water to the Public Highway.

VIII. Foul Drainage

IX. Proposals suggest an impact on the existing highway retaining structure which may be

significantly affected by the development. The applicant should submit structural engineering proposals at an early stage for consideration by the LPA.

X. There is an existing manhole shown on the survey plan, it will need investigating during

the design process and any associated diversion or enabling works will need to be completed prior to commencement.

Reason: *To ensure that adequate drainage facilities are available for the satisfactory and proper development of the site in accordance with policies EM1, EM4 and EM5 of the Coventry Local Plan 2016 and Coventry City Council's adopted Supplementary Planning Document for 'Delivering a More Sustainable City'*

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

Reason: *To mitigate the impacts of development on air quality in accordance with Policy DS3 of the Coventry Local Plan 2016 and the aims and the objectives of the NPPF.*

10. 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 and 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.*

11. 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. The report of the findings, to be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11', must include; (i) a survey of the extent, scale and nature of contamination; (ii) an assessment of the potential risk to; human health, property (existing or proposed) including buildings, crops, livestock, pets,

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

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

12. 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 the remediation. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

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

13. Prior to occupation of the development hereby permitted and following completion of the measures identified within the remediation scheme approved under condition No.12, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and submitted to the Local Planning Authority for approval in writing.

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

14. 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.11, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition No.12, 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.13.

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

15. The development hereby permitted shall not commence unless and until a Desk Study for Potential Unexploded Ordnance Contamination and a risk mitigation strategy has been submitted to and approved in writing by the Local Planning Authority. The development shall only proceed in strict accordance with the approved details.

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

16. No development (including any demolition or preparatory works) shall take place unless and until a written scheme of archaeological investigation, which shall include a detailed programme of archaeological works, has been submitted to and approved

in writing by the Local Planning Authority. The development shall only proceed in full accordance with these approved details

Reason: *The submission of these details prior to the commencement of development is fundamental to mitigate the effect of the works associated with the development upon any heritage assets and to ensure that information regarding these heritage assets is preserved by record for this and future generations in accordance with Policy HE2 of the Coventry Local Plan 2016*

17. 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*

18. 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 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: *To ensure that the proposed development has a satisfactory external appearance in the interests of the visual amenities of the area in accordance with Policy DE1 of the Coventry Local Plan 2016.*

19. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no further plant, machinery, condensers, extraction equipment, or telecommunications apparatus shall be installed, erected or replaced on the application site or building without the prior written approval of the local planning authority.

Reason: *That having regard to the design, layout and general nature of the proposed development it is important to ensure that no further development is carried out which would detract from the appearance of the area and affect the amenity of adjacent properties. Therefore, no additional development is to be carried out without the permission of the local planning authority in accordance with Policy DE1 of the Coventry Local Plan 2016.*