

<b>Planning Committee Report</b>	
<b>Planning Ref:</b>	FUL/2021/3316
<b>Site:</b>	Argyle House, Collingwood Road
<b>Ward:</b>	Whoberley
<b>Proposal:</b>	Demolition of existing offices and warehouse buildings and the erection of Purpose-Built Student Accommodation (PBSA) between two and four storeys building and associated works.
<b>Case Officer:</b>	Emma Spandley

## **SUMMARY**

The application seeks planning permission for the redevelopment of the existing site, known as Argyle House. Argyle House was granted permission in March 1977 for the erection of a light industrial unit with ancillary offices, vehicular circulation and parking, under G/C/21165/A. In 1997 a two-storey storage building was granted permission.

Condition No.5 restricted the use of the building to Class III. Class III was the former industrial Use Class.

The application seeks the demolition of all the existing buildings on the site and the erection of Purpose-Built Student Accommodation (PBSA). As originally submitted the scheme proposed a development ranging from two to five stories with flat roofs. Discussion and negotiations were conducted between the applicant and Officers for a revised scheme that reduced its bulk and massing and therefore impact on the wider residential area.

As amended, the application now proposes a development ranging from two to four stories with a mix of gabled features and a roof garden.

## **BACKGROUND**

The application site is an existing employment site, which is unrestricted in hours of operation and deliveries.

The application seeks to demolish all the existing buildings on the site and the erection of Purpose-Built Student Accommodation (PBSA). As originally submitted the scheme proposed a development ranging from two to five stories with flat roofs. Discussion and negotiations were conducted between the applicant and Officers for a revised scheme that reduced its bulk and massing and therefore impact on the wider residential area.

As amended, the application now proposes a development ranging from two to four stories with a mix of gabled features and roof gardens.

The application proposes a total of 86no. bedrooms arranged around 13 cluster flats ranging between nine, seven, six and five clusters sharing communal facilities.

Block A	Ground Floor	6no. Bedroomed Cluster Flat	18no. Bedrooms
	First Floor	6no. Bedroomed Cluster Flat	

	Second Floor	6no. Bedroomed Cluster Flat	
Block B	Ground Floor	7no. Bedroomed Cluster Flat	26no. Bedrooms
	First Floor	7no. Bedroomed Cluster Flat	
	Second Floor	7no. Bedroomed Cluster Flat	
	Third Floor	5no. Bedroomed Cluster Flat	
Block C	Ground Floor	9no. Bedroomed Cluster Flat	32no. Bedrooms
	First Floor	9no. Bedroomed Cluster Flat	
	Second Floor	9no. Bedroomed Cluster Flat	
	Third Floor	5no. Bedroomed Cluster Flat	
Block D	Ground Floor	5no. Bedroomed Cluster Flat	10no. Bedrooms
	First Floor	5no. Bedroomed Cluster Flat	
<b>TOTAL NUMBER OF BEDROOMS:</b>			<b>86no. Bedrooms</b>

The application has been supported by a Transport Assessment and a Car Management Plan which states: -

*'No resident of the site, except for those with disabilities, will be allowed to bring vehicles to the site or within 3 miles of the site. This ban will only be lifted for the allocated move in and move out days.*

*Students will not be permitted to bring cars to the site under the terms of the tenancy agreement and this will be reinforced in their welcome pack and welcome induction. This will include a restriction to park, on unrestricted streets, within 3 miles as set out in a plan in their tenancy agreements.*

*The management will be proactive in monitoring any breaches of the policy. For example, students will have to provide the registration number of all vehicles they own or have access to (i.e. as the principal driver or as a named driver on another vehicle). Should any of those registered vehicles be parked in contravention of this policy, the student will be treated as having made a serious breach of the tenancy agreement which in turn will trigger The Operator into commencing the disciplinary procedures.'*

#### **KEY FACTS**

<b>Reason for report to committee:</b>	Over 5 objections against the officer recommendation, a call in and petition sponsored by Councillor Bally Singh.
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<b>Current use of site:</b>	Former offices and warehouse
<b>Proposed use of site:</b>	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, H3, H10, DE1, GE2, AC1, AC2, AC3, AC4, EM1, EM2, 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 located on the south eastern corner at the bend where Hawkins Road to the west meets Collingwood Road to the north west. The site is bounded by the railway line to the eastern boundary; to the north, No.47 Collingwood Road is side on and forms part of a terrace Victorian properties; to the south the site is bounded by a commercial garage, accessed via Broomfield Road and to the west, No.9-11 Hawkins Road, which is a large House in Multiple Occupation (HMO).

The area is predominately Victorian terraced properties, with the associated narrow streets.

### **APPLICATION PROPOSAL**

The application seeks planning permission for the redevelopment of the existing site to provide a new student accommodation building and associated amenities.

As originally submitted, the application proposed 110no bedrooms. The proposal, as amended, comprises the following elements.

- 86no. bedroomed student accommodation comprising cluster flats
- 44no. cycle spaces to serve the student accommodation;
- 2no. Car parking spaces
- Landscaped areas
- Dedicated bin storage areas;

#### *Accommodation*

The application proposes a total of 86no. bedrooms arranged around 13no. cluster flats ranging between nine, seven, six and five clusters sharing communal facilities.

Block A	Ground Floor	6no. Bedroomed Cluster Flat	18no. Bedrooms
	First Floor	6no. Bedroomed Cluster Flat	
	Second Floor	6no. Bedroomed Cluster Flat	
Block B	Ground Floor	7no. Bedroomed Cluster Flat	26no. Bedrooms
	First Floor	7no. Bedroomed Cluster Flat	
	Second Floor	7no. Bedroomed Cluster Flat	
	Third Floor	5no. Bedroomed Cluster Flat	
Block C	Ground Floor	9no. Bedroomed Cluster Flat	32no. Bedrooms
	First Floor	9no. Bedroomed Cluster Flat	
	Second Floor	9no. Bedroomed Cluster Flat	

	Third Floor	5no. Bedroomed Cluster Flat	
Block D	Ground Floor	5no. Bedroomed Cluster Flat	10no. Bedrooms
	First Floor	5no. Bedroomed Cluster Flat	
<b>TOTAL NUMBER OF BEDROOMS:</b>			<b>86no. Bedrooms</b>

### *Access*

The existing vehicular access to and from the site via Collingwood Road will be stopped up, the existing vehicle access located via Hawkins Road will be used as off road parking for two vehicles.

Cycle storage and dedicated bin stores will be provided to the northern boundary of the site, near Block D and to the western boundary of the site, near Block A.

### *Building Design*

The proposed building will consist of four blocks. Block A is located to the south west of the site, adjacent to No.11 Hawkins Road. It will be three storeys with a pitched roof and contain 18no. bedrooms; Block B, will be to the east of Block A, still to the southern boundary of the site, which backs onto a commercial garage and the Nuneaton to Bedworth Railway line running along the eastern boundary with the site. This Block will be four storeys with a flat roof containing a roof garden for the residential occupiers of the site and provide 26no bedrooms.

Block C will sit in the centre of the site, set back from the road approximately 14no. metres, abutting the railway line to the east. This block will be three storeys with a pitched roof and contain 32no bedrooms. Block D sits alongside 47no Collingwood Road, with a six metre separation distance and will be two storeys with a pitched roof, providing 10no bedrooms.

The proposed buildings incorporate a palette of external materials. The primary external material blocks, A, C and D are red facing brick to tie in with surrounding residential dwellings, a secondary contrasting material, grey cladding, is proposed on the four storey, Block B.



Submitted with the scheme were various supporting documents, including;

- REPORT - Car Parking Management Plan, as submitted 8th November 2021
- REPORT - Construction Management Plan, as submitted 8th November 2021
- REPORT - Crime Impact Statement, as submitted 8th November 2021
- REPORT - Design and Access Statement, dated September 2021
- REPORT - Environmental Noise Survey, dated 2nd July 2021 - Report Ref:18083-1-R1
- REPORT - Flood Map for Planning, dated 17th June 2021 - Report Ref:1606
- REPORT - Management Plan, as submitted 8th November 2021
- REPORT - Marketing Report, dated January 2022
- REPORT - Preliminary Ecological Appraisal (PEA), dated 19th May 2021, as submitted 8th November 2021
- REPORT - Preliminary Ground Investigation, dated December 2020 - Report Ref:AG3178-20-AK95 Issue 1
- REPORT - Transport and Infrastructure Planning - Transport Assessment, as submitted 8th November 2021.
- REPORT - Transport and Infrastructure planning - Travel Plan, as submitted 8th November 2021.
- REPORT - Waste Management Strategy - as submitted 8th November 2021

## **PLANNING HISTORY**

There have been a number of historic planning applications on this site; the following are the most recent/relevant:

<b>Application Number</b>	<b>Description of Development</b>	<b>Decision and Date</b>
S/1979/2053 (Cov Ref: G/C/21165/A)	Proposed light industrial with ancillary office space, vehicular circulation and parking	Approved 23 <sup>rd</sup> November 1979
S/1984/1494 (Cov Ref: G/C/21165/E)	Installation of windows at first floor level in connection with formation of five internal offices	Approved 16 <sup>th</sup> August 1984
L/1997/0387 (Cov Ref: 21165/F)	Erection of 2 storey storage building	Approved 23 <sup>rd</sup> June 1997
R/2002/0106 (Cov Ref: 21165/G)	Demolition of factory and erection of 2 and 3 storey building containing 22 flats, with associated car parking and landscaping	WITHDRAWN 15 <sup>th</sup> October 2004.

## **POLICY**

### **National Policy Guidance**

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

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

### **Local Policy Guidance**

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

Policy DS1	Overall Development Needs
Policy DS3	Sustainable Development Policy
Policy JE3	Non-Employment Uses on Employment Land
Policy JE7	Accessibility to Employment Opportunities
Policy H3	New residential development
Policy H10	Student accommodation
Policy DE1	Ensuring High Quality Design
Policy GE2	Green Space
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)  
SPD Coventry Connected  
SPD Air Quality  
SPD Open space  
Appendix 5 Coventry Local Plan – car parking and cycle parking standards

### **CONSULTATION**

#### *Consultee responses*

No Objections received from:

- Housing and Policy Services
- Network Rail
- Waste Management
- West Midlands Fire Service

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

- Drainage – conditions required relating to a drainage scheme
- Ecology – conditions requiring the recommendations within the PEA and landscaping provided on the site will provide a net gain in biodiversity.



- Education – subject to the proposal remaining as student accommodation – S106 required to secure this
- Environmental Protection – conditions requiring Section 8 of the submitted Noise Assessment mitigation details to be installed; Ground investigation, Low emission boilers, EV charging points and Construction Method Statement (CMS).
- Highways – conditions – details of cycle parking and monies towards travel plan monitoring.
- Open space and Greenspace off site contribution.
- Police – conditions for Secured by Design (SBD) measures to be included within the scheme.
- Skills and Employment- condition relating to local employment
- Urban Design – conditions requiring details of external materials.

#### *Public consultation responses*

Immediate neighbours and local councillors were notified on a site notice was posted on 25/11/2021 and a press notice was displayed in the Coventry Telegraph on 25/11/2021.

A Petition containing 272no. Signatures sponsored by Councillor Bally Singh has been submitted opposing the application on the following basis.

*'We the undersigned petition the Council to take on board the concerns of residents who strongly object to the plans to build over 100 student rooms on Collingwood Road, on the following grounds - 1. It is an extreme over intensification of use, as the buildings will total 110 student rooms in a residential area whilst there will be a net reduction of parking spaces from 5 spaces to just 2 spaces. The management plans state that students will not be able to park on site or bring cars - this is completely unenforceable, as those students with cars or people who visit the 100 plus students in cars will add to the already tight parking situation in this area of Hearsall. It is completely inappropriate. It will also cause an increase in traffic in tight residential streets impacting road safety and stressing existing infrastructure. 2. The over intensification of use in the residential area will add to the problems of litter and other environmental pollution such as noise in a busy residential area.'*

#### **Justification:**

*The petition calls on the Council to refuse the planning application, ref FUL/2021/3316, which aims to build over 100 student rooms by Collingwood Road'*

This ePetition ran from 29/11/2021 to 31/01/2022 and has now finished.

Over 350no. letters of objection have been received, raising the following material planning considerations:

- a) Impact on the character of the area – 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) Impact on parking.
- e) Highway safety – not enough parking,

- f) Will exacerbate on street parking near to the site
  - g) 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:
- h) Too many purpose-built student accommodations.
  - i) Too many students in the area.
  - j) Character of the area is being spoilt by too much student accommodation.

Further notification letters were sent out 31<sup>st</sup> January 2021, consulting on the amended plans.

50no. of objection have been received, no new issues were raised.

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

### **APPRAISAL**

The main issues in determining this application are:

- Policy Background
- Principle of development
- Loss of Employment Use
- Principle of Purpose-Built Student Accommodation.
- Highways, Access and Parking
  - Public Transport Initiatives
  - Cycling
  - Parking
  - Drop off and Pick Up
- Impact on Amenity
  - Existing Neighbouring Amenity - Built form
  - Existing Neighbouring Amenity - Parking Stress
  - Proposed Residential Amenity
- Design and visual
- Flood Risk
- Noise
- Contaminated Lane
- Air Quality
- Ecology, Biodiversity and Trees
- Greenspaces
- Other Matters
- Developer contributions

### **POLICY BACKGROUND**

Section 2, paragraph 10 & 11 of the NPPF states that applications must be approved that accord with an up-to-date development plan without delay. Coventry City Council have an up-to-date Local Plan which was adopted on 5<sup>th</sup> December 2017.

Policy DS3 of the Coventry Local Plan states the Council will take a positive approach that reflects the presumption in favour of sustainable development consistent with paragraphs 10 & 11 of the NPPF 2019.

### **PRINCIPAL OF DEVELOPMENT**

NPPF paragraph No.7 states 'the purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.'

So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 10 & 11).

### **Loss of Employment**

Policy JE1 of the Coventry Local Plan sets out the City Council strategy with regards to employment land. Policy JE2 of the Coventry Local Plan sets out the how the City Council will deliver the employment needs of the City.

Policy JE3 of the Coventry Local Plan is concerned with protecting existing and proposed employment sites and states Proposals for the redevelopment in whole or in part of employment land for non-employment purposes will not be permitted unless it can be demonstrated that the part(s) of the site where non-employment development is proposed are:

- a) No longer suitable for employment use bearing in mind their physical characteristics, access arrangements and/or relationship to neighbouring land-uses and there is evidence of unsuccessful active and substantial marketing of the site for employment use using a variety of media which supports this; or
- b) It would not be financially viable to re-use or re-develop the land or buildings on the land in whole or in part for employment purposes; or
- c) The non-employment development proposed would be used for purposes which are clearly ancillary to and will support the operations of a primary employment use on the land; or
- d) The non-employment development would generate significant employment gains which are of sufficient weight to justify the loss of employment land.

2. In addition to at least one of the above criteria being satisfied it will also need to be demonstrated that:

- a) The potential of the site to contribute to the employment land requirements of the city over the plan period is not significant; and
- b) The proposal would not significantly compromise the viability or deliverability of other adjacent employment land or land allocated in this Plan for employment development; and
- c) The proposal will not have an unacceptable adverse impact on the continuing operation of any nearby existing businesses.

3. Planning applications to which this Policy applies should be accompanied by written evidence to demonstrate that the proposed development satisfies the exceptions criteria highlighted above.

4. This Policy applies to land which is currently in use or was last used for employment purposes unless such land has been allocated in this Plan wholly for non-employment use.

Where it is considered that a site is no longer suitable for employment use the evidence of unsuccessful active and substantial marketing of the site using a variety of media will normally need to show that such marketing has taken place for a continuous period of at least 6 months immediately prior to the submission of any planning application for non-employment use of the site. This marketing activity should be undertaken in accordance with Appendix 2 of the Local Plan.

The application has been supported by a Marketing Report which has demonstrated that the use of the site for a commercial basis is not viable. The redevelopment of the site for a residential use is more compatible with the surrounding uses.

Paragraph No.119 and No.120 of the NPPF require the effective use of land for meeting the needs for homes; the reuse of brownfield sites and the re-use of underutilised land and buildings.

The loss of the site as an employment site will not have an impact of the quantum of employment land required as part of the Coventry Local Plan. The application is in accordance with Policy JE3 of the Coventry Local plan and is acceptable thus far.

#### Principle of Purpose-Built Student Accommodation (PBSA)

Policy H10 of the Coventry 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 and remove an unrestricted, employment use from the residential area. The proposal is therefore considered to accord with part b) of Policy H10.

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

Policy H10 of the Coventry Local Plan 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.

### **HIGHWAYS, ACCESS AND PARKING**

Policy AC1 of the Coventry Local Plan 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 Coventry 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.

Policy AC4 of the Coventry Local Plan states Development proposals should incorporate appropriate safe and convenient access to walking and cycling routes. Where these links do not exist, new and upgraded routes will be required and these must appropriately link into established networks to ensure that routes are continuous.

There is a pressing need globally to reduce car travel. The aforementioned local plan policies together with the adopted SPDs have sustainable development at their very core.

The planning system stipulates what the Local Highway Authority (LHA) can comment on within the Planning process.

This includes:

- If the site is within an adopted Local Plan area, the presumption will be in favour of the development.
- The cumulative impact of other development in the vicinity can only be considered if the other development already has planning permission.
- Developers cannot be required to address existing problems.
- Developers cannot be required to make the highway network better than it was without the development.
- If the development doesn't worsen highway issues (e.g. congestion, accidents) the LHA can't object.

- If the development does make the highway issue worse, but the developer provides measures to put it back to the existing level, the LHA can't object.
- If the development increases traffic, but it is within acceptable levels for the road capacity, the LHA can't object.
- Any measures that the developer is required to implement to mitigate the impact of their development must be:
  - necessary to make the development acceptable in planning terms;
  - directly related to the development;
  - fairly and reasonably related in scale and kind to the development.

Paragraph 109 of the NPPF states "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

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 has been supported by a Travel Plan (and Transport Statement), which includes 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 one-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 forecast for trip generation contained within the Transport Assessment and Travel Plan 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 a short walk away offering frequent services to multiple destinations. Retail & food opportunities are also within reasonable walking distance from the site.

To ascertain the existing weekday peak period traffic flows on Collingwood Road, a Traffic Count survey was undertaken between 21st June and 27th June 2021, with full details of the results included within Appendix B of the Transport Assessment. The results demonstrate average 11-hour weekday traffic flows of 76 vehicles, which include 2 HGVs. Of these vehicles 51% were recorded travelling in the southbound direction and 49% of the vehicles travelling in the northbound direction. The two-way weekday average traffic flows peaked at 15 vehicles between 0800 and 0900 hours, which included 1 HGV.

#### **Table 5 Proposed Development Person Trip Generation (TRICS) – 110 residents**

AM Peak (0800-0900)	PM Peak (1700-1800)					
Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	
Train	0	0	0	0	0	0
Bus, Minibus or Coach	0	0	0	0	0	0
Taxi	1	1	1	0	0	0
Total car trips	1	1	2	1	1	1
Bicycle	4	12	16	15	2	17
On foot	2	9	11	8	2	10
<b>Total</b>	<b>8</b>	<b>23</b>	<b>30</b>	<b>24</b>	<b>5</b>	<b>28</b>

\* Note any discrepancies are due to rounding.

It can be seen from Table 5 that the student accommodation would generate a negligible number of vehicular trips with one and two in the morning and evening peak respectively, that was assessed on 110 bedrooms. The proposals are now for 86no bedrooms.

Table 5 also highlights that with the removal of the commercial element, no HGV trips have been recorded.

The parking requirement for the existing commercial use is 32no. off road parking spaces, the proposal would require 22no. spaces, which is ten spaces less than the existing situation.

#### Public Transport Initiatives

Each student travelling to Warwick University Campus shall be offered an 18+ student **bus** pass offering unlimited bus travel in Coventry at the start of their occupancy for a period of 6 months and it will form part of a published Travel Plan for the development that will be secured via S106. The 6 months requirement is to ensure that students have the option of free travel on buses during the coldest months of the year. This sustainable travel intervention is in line with advice provided by the Highway Authority to other applications in the city in 2021. The pressing need to reduce car travel is behind this strategy

The Travel Plan will be controlled by a suitable worded condition and will require the annual monitoring fee of £6,800 for a 10-year period for it to be monitored.

#### Cycling

The student accommodation cycle parking standards details that one space per four bedrooms for residents and one space per 20no. bedrooms for visitors of the site. This equates to a minimum of 24no. cycle parking spaces. A total of 44no. cycle parking bays will be provided in the cycle stores. These will be used accommodate the 44no. bicycles being provided by the site for the bicycle scheme which entitles residents to use the bicycles for free. The cycle storage will be controlled by a suitable worded condition.

### Parking

It is acknowledged that the proposed development whilst providing 86no bedrooms, only provides two off road parking spaces and is effectively a car free development.

The existing use requires 32no. off road parking spaces, the proposed PBSA would require 22no. off road car parking spaces

The Highway Authority accepts the low levels of parking provision given the proposed tenure of the building by students. Subject to a detailed Travel Plan containing sustainable transport initiatives, as discussed above.

### Drop off / pick up

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 will also be put into place to prevent students from using cars whilst living in the building. A Car Park Management Plan has been submitted in support of the application, which sets out how the parking management plan will be enforced. This is set out under paragraph 4.11 of the Transport Assessment, and states:

- Site staff will be responsible for monitoring student travel behaviour to ensure that no residents are using a motor vehicle whilst living at the site. (Unless for reasons of disability).
- All staff will be encouraged to access the site by sustainable modes of transport.
- All students will be encouraged to ask any expected visitors to use sustainable modes to travel to and from the site wherever feasible (e.g., walk, cycle, bus etc.). In the event that any visitors have no choice but to drive to the site, students will be expected to ask them to park elsewhere. Student residents will be made fully aware that any issues arising from inconsiderate visitor parking will result in further action, such as written warnings.
- As part of their tenancy agreement to live at the proposed development, students would be required to agree not to use or keep a motor vehicle within a 3 mile radius the site area.
- Any resident found in breach of the car parking policy would be given a written warning and asked to cease using/keeping a motor vehicle within the city.

### In summary

The existing use requires 32no. off road parking spaces and generates at least two HGV vehicle movements a week. The proposed PBSA proposes 86no. bedrooms, which would require 22no. off road car parking spaces and removes any HGV trips. The Highway Authority accepts the low levels of parking provision given the proposed tenure of the building by students. Other incentives to encourage the use of sustainable travel will be included within the Travel Plan which will be secured via S106. The management of arrivals and departures at the beginning and end of terms will be managed and arrangements will also be put into place to prevent students from using cars whilst living in the building.



Paragraph 109 of the NPPF states “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.

The Highway Authority has raised no objections to the lack of parking or on the principle of the student accommodation the development does accord with the aims of the NPPF subject to conditions requiring a Travel Plan and its monitoring to be entered into via S106, together with conditions controlling move in and move out days and the ownership of a vehicle.

### **IMPACT ON AMENITY**

#### **Existing Neighbouring Amenity – Built Form**

Policy DS3 of the Coventry Local Plan is concerned with creating sustainable development, sustainable development is meeting the needs of the present without compromising the ability of future generations to meet their own needs, Policy H3 of the Coventry Local Plan states that new development must provide a high-quality residential environment.

All extensions are assessed against Policy DE1 of the CLP and the SPG titled ‘Extending Your Home’. The Extending Your Home (EYH) SPG.

The SPG states: a) a minimum 20m window to window separation distances is achieved and a minimum of 12 metres is required between the rear of one property and the side, blank gable of another property.

Extensions / development should not breach a 45-degree sightline taken from the middle of the nearest habitable room window from the neighbouring property, nor should extensions restrict light or outlook.



No.47 Collingwood Road is located to the north of the site, side on at a 6m distance to the two-storey element; the three-storey element sits within the central portion of the site and has no side facing windows which could overlooking into No.47's rear garden, as this block is proposed to be three storeys; it also backs onto the railway line and is located 15m from the back of the footpath.

The four-storey block and roof garden is tucked into the south eastern corner of the site and is bounded by the railway line to the east; a commercial garage to the south with the final three storey block sited adjacent; There is a 6.5m gap retained to No.9-11 Hawkins Road.

To the location and siting of the proposed buildings, they accord with the aforementioned separation distances set down within the SPG together with no development breaching the 45-degree sightline. The application is considered to not cause harm to the occupiers of the surrounding residential properties through visual intrusion, loss of light, and loss of privacy and is in accordance with Policy DS3, H3 and DE1 of the Coventry Local Plan and the adopted SPG.

### Existing Neighbouring Amenity - Parking Stress

Policy DS3 of the Coventry Local Plan is concerned with creating sustainable development, sustainable development is meeting the needs of the present without compromising the ability of future generations to meet their own needs, Policy H3 of the Coventry Local Plan states that new development must provide a high-quality residential environment.

Officers are mindful of the cumulative impact Houses in Multiple Occupation (HMO) have on an area with regards to parking stress. It is further acknowledged that the site is located within a high-density Victorian suburb with only a handful of properties benefiting from any type of off-road parking; making on street parking the only area where residents can park.

Up until 2011, there was not even a Use Class that distinguished between a small HMO and a normal family house, Use Class C3. Then in 2011 the Use Class C4 was added. However, there is a permitted change to change between the two use classes (C3 and C4) and therefore the local authority could not control the location of the smaller HMOs under the Planning Legislation.

Furthermore, until recently, any HMO which was under three stories and less than five occupants did not even require a licence to operate.

It is these HMOs which have caused the issues that have been raised. The unmanaged, unlicensed HMOs.

The current application not only requires planning permission but also will require a licence to operate. As part of the application a management plan has been submitted and will be conditioned which will help mitigate against the issues raised, in particular parking stress via the Car Park Management Plan which sets out how the parking management plan will be enforced. This is set out under paragraph 4.11 of the Transport Assessment, and states:

- Site staff will be responsible for monitoring student travel behaviour to ensure that no residents are using a motor vehicle whilst living at the site. (Unless for reasons of disability).
- All staff will be encouraged to access the site by sustainable modes of transport.
- All students will be encouraged to ask any expected visitors to use sustainable modes to travel to and from the site wherever feasible (e.g., walk, cycle, bus etc.). In the event that any visitors have no choice but to drive to the site, students will be expected to ask them to park elsewhere. Student residents will be made fully aware that any issues arising from inconsiderate visitor parking will result in further action, such as written warnings.
- As part of their tenancy agreement to live at the proposed development, students would be required to agree not to use or keep a motor vehicle within a 3 mile radius the site area.
- Any resident found in breach of the car parking policy would be given a written warning and asked to cease using/keeping a motor vehicle within the city.

Furthermore, the parking requirement for the existing use requires 32no. off road parking spaces, whereas the proposed PBSA would require 22no. off road car parking spaces

Therefore, it is considered, when taking with the sustainable location of the site, together with the suitable transport incentives and the control of occupiers from owning a car within a 3mile radius contained within the Travel Plan, secured by S106, the application will not cause parking stress in an area where on street parking is at a premium. The application is in accordance with Policy DS3 and H3 of the Coventry Local Plan.

#### Proposed Residential Amenity

Policy DS3 of the Coventry Local Plan is concerned with creating sustainable development, sustainable development is meeting the needs of the present without compromising the ability of future generations to meet their own needs, Policy H3 of the Coventry Local Plan states that new development must provide a high-quality residential environment. A suitable residential environment includes amongst other requirements, adequate amenity space.

There is no set requirement as to how much PBSA developments require in the form of private, useable, outside amenity space for the proposed residents.

The application proposes landscaped areas to the perimeter of the site fronting onto Collingwood / Hawkins Road. The application also provides a roof terrace for the proposed occupiers measuring 270 square metres. This area is deemed sufficient.

The room layouts are considered to provide adequate levels of outlook and light to the habitable rooms. All rooms have a window

Therefore, it is considered that the proposed will provide a satisfactory residential environment for the proposed occupants and is in accordance with Policy H3 and DE1 of the Coventry Local Plan.

#### **DESIGN AND VISUAL**

Building beautiful and better designed homes in areas where they are need is at the centre of the NPPF 20211. It gives Local Planning Authority's the confidence to refuse permission for development that does not prioritise design quality and does not complement its surroundings.

Paragraph 126 of the NPPF states the creation of high-quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 130 of the NPPF states 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.

Policy DE1 of the Coventry Local Plan 2016 states all development proposals must respect and enhance their surroundings and positively contribute towards the local identity and character of an area.

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 palette demonstrated within the proposal is largely positive in its consideration with elements reflecting the locality.

In line with previous advice given, the scale and massing of the proposal has had careful consideration. The ethos is a traditional form done in a modern way. Blocks A, C and D are all to be constructed from facing red brick and pitched roofs incorporated to match the existing Victorian terraced housing stock.

Block B will be four storeys, with a flat roof containing a roof garden and constructed from a contrasting material, it will be tucked behind Blocks A and C.

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 the development by local residents regarding the scale of the development stating it is at odds with the character of the area and the height and massing is too larger than what it replaces. It is accepted that the building is larger, however it has been designed in order to reflect the character and style of the surrounding properties.

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 Policy DE1 of the Coventry Local Plan.

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.

## **FLOOD RISK**

Paragraph 159 of the NPPF states 'Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.

Paragraph 160 of the NPPF states "Strategic policies should be informed by a strategic flood risk assessment and should manage flood risk from all sources. They should consider cumulative impacts in, or affecting, local areas susceptible to flooding, and take account of advice from the Environment Agency and other relevant flood risk management authorities, such as lead local flood authorities and internal drainage boards

Policy EM4 of the CLP states all major development must be assessed in respect of the level of floor risk from all sources.

Policy EM5 of the CLP states all development must apply SuDS and should ensure that surface water runoff is managed as close to its source as possible.

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 was submitted in support of the application. Environmental Protection requested further clarification on the following points: -

- The opening hours of the garage to the south of the site - The garage to the south of the site – this was open and functioning during the time of the noise survey (it closed November '21), therefore this has been noted on the survey.
- The rail line – the frequency of train etc info has been applied
- They have stated that no vibration survey is required

On the submission of an updated Noise Assessment to take into the accounts raised by Environmental Protection and the minimum glazing and ventilator specifications contained in Section 8 of the report condition, 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**

The application site is located within our Air Quality Management Area (AQA) declared for NO<sub>x</sub>. In line with the NPPF paragraph 186, the Air Quality SPD and with Chapter 11 (on air quality) as well as policies H3, DS3 and EM2 of the Coventry Local Plan the air quality impact of the development needs to be mitigated.

Therefore, Environmental Health have raised no objections subject to a conditioning requiring the following: -

- Any gas boilers installed must have a maximum dry NO<sub>x</sub> emissions rate of 40mg/kWh
- Provision of at least one electric vehicle recharging point per space.
- A method statement detailing the control of emissions to air during the construction phase should be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works. Such a method statement should be in-line with the Best Practice Guidance entitled 'The control of dust and emissions from construction and demolition'

### **ECOLOGY, BIODIVERSITY AND TREES**

Paragraph 174 of the NPPF states Planning policies and decisions should contribute to and enhance the natural and local environment by:

- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);
- b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;
- c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;
- d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

Paragraph 179 of the NPPF states To protect and enhance biodiversity and geodiversity, plans should:

- a) Identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity; wildlife corridors and stepping stones that connect them; and areas identified by national and local partnerships for habitat management, enhancement, restoration or creation; and
- b) promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.

Paragraph 180 of the NPPF states: “When determining planning applications, local planning authorities should apply the following principles:

a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;

b) development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest;

c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons<sup>63</sup> and a suitable compensation strategy exists; and

d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.”

Paragraph 182 of the NPPF states “the presumption in favour of sustainable development does not apply where the plan or project is likely to have a significant effect on a habitats site (either alone or in combination with other plans or projects), unless an appropriate assessment has concluded that the plan or project will not adversely affect the integrity of the habitats site.”

Policy GE3 of the CLP 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 GE3 establishes that developments should provide a net gain and where this is not possible provide some form of offsetting.

The development would not have any impact on any statutory or non-statutory wildlife sites. Hearsall Common Grasslands (Local Wildlife Site) is approx. 600m away.

There are no records of notable wildlife from the site, there are records of bats and hedgehogs in the local area. The existing site includes a building and hardstanding with some ruderal vegetation on the boundaries. It is adjacent to the railway line which forms an important wildlife corridor within the city

The application was supported by a Preliminary Ecological Assessment, dated May 2021) which states that surveys found no evidence of bats or nesting birds within the building. The report includes a number of recommendations to safeguard wildlife on the site and provide enhancements.

The Proposed Site Plan shows areas of soft landscaping to the front and rear, no details of planting or maintenance are provided and as amended includes an area of green roof providing additional biodiversity.

No objection is raised to the proposal on ecology grounds, subject to the conditions



requiring the recommendations within the PEA and landscaping provided on the site will provide a net gain in biodiversity.

## **GREENSPACES**

Policy GE1 of the CLP states The Council will protect green infrastructure based on an analysis of existing assets, informed by the Green Infrastructure Study and Green Space Strategy (GSS) by incorporating the Council's Green Space Standards, and characterisation assessments and new development proposals should make provision for green infrastructure to ensure that such development is integrated into the landscape and contributes to improvements in connectivity and public access, biodiversity, landscape conservation, design, archaeology and recreation.

The Open Space SPD, adopted 15<sup>th</sup> March 2022, sets out the formula that is applied to sites to calculate the requirement for informal and formal on-site provision.

The application proposes a total of 86no. bedrooms arranged around 13 cluster flats ranging between nine, seven, six and five clusters sharing communal facilities.

<b>Property Size</b>	<b>Number of Dwellinghouses</b>
5 Bedroomed	4no.
6 Bedroomed	3no.
7 Bedroomed	3no.
9 Bedroomed	3no.
<b>Total</b>	<b>13no.</b>

The population of the proposed site is calculated as below:

<b>Dwelling Size</b>	<b>Average Household Size</b>
1 Bedroom	1
2 Bedrooms	2
3 Bedrooms	3
4 Bedrooms	4
5 or more Bedrooms	5

<b>Property Size</b>	<b>Number of Dwellinghouses</b>	<b>Number of Population</b>
5 Bedroomed	4no.	20no.
6 Bedroomed	3no.	18no.
7 Bedroomed	3no.	21no.
9 Bedroomed	3no.	27no.
<b>Total</b>	<b>13no.</b>	<b>86no.</b>

The proposed population of the development is 86no.

The minimum requirement for On-site Open Space is as below:

Type of Green Space	Planning Classification	Quantity Standard (ha/1000)
Provision for Children & Young People	Formal	0.84
Amenity Green Space, natural and semi-natural Green Space and green Corridors	Informal	2.12

Type of Green Space	Applicable standard	X	Number of people generated by development	=	Open Space Requirement (ha)
Formal	(0.84 / 1000)	X	86	=	0.07ha
Informal	(2.12 / 1000)	X	86	=	0.18ha

The minimum size threshold for delivering on-site open space is 0.1ha, however the Open Space SPD states: *'Although on-site provision will be encouraged on smaller schemes, the Council accepts that a financial contribution towards off-site provision or enhancement of existing open space may be more appropriate.'*

A contribution amount is requested. The updated amount will be reported under the Late Representation document.

### **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 purpose-built student accommodation 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.

## **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, Travel Plan and Monitoring and Student accommodation clause requiring that the accommodation shall only be occupied by students, to be secured under a Section 106 Legal Agreement.

## **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, H3, H10, GE2, JE3, JE7, DE1, AC1, AC2, AC3, AC4, EM1, EM2, EM3, EM4, EM5, EM7, IM1 of the Coventry Local Plan 2016, together with the aims of the NPPF.

## **CONDITIONS:/REASON**

1. The development hereby permitted shall begin 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 - Site Location Plan - Drawing No.1606-LP-01;
- DRAWING - Proposed Site Plan - Drawing No.1606-01\_B;
- DRAWING - Amended Proposed Ground Floor Plan - Drawing No. 1606-02\_D;
- DRAWING - Amended Proposed First Floor Plan - Drawing No.1606-03\_D;
- DRAWING - Amended Proposed Second Floor Plan - Drawing No. 1606-04\_D;
- DRAWING - Amended Proposed Third Floor Plan - Drawing No.1606-05\_D;
- DRAWING - Amended Proposed Fourth Floor Plan - Drawing No.1606-06\_D;
- DRAWING - Amended Proposed Elevations - Drawing No.1606-07\_D;
- DRAWING - Amended Proposed Elevations - Drawing No. 1606-08\_E;
- DRAWING - Amended Proposed Elevations - Drawing No. 1606-09\_D;
- Amended REPORT - Environmental Noise Survey, dated 5th January 2022 - Report Ref:18083-1-R2;
- REPORT - Management Plan, as submitted 8th November 2021;
- REPORT - Car Parking Management Plan, as submitted 8th November 2021.

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

3. 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 the commencement of development (including any demolition). 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.*

4. The development shall only 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, 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. 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.5. 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.'*

5. 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.*

6. Prior to occupation of the development hereby permitted and following completion of the measures identified within the remediation scheme approved under condition No.5, 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.*

7. 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.3, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition No.4, 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.5.

**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.*

8. 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.*

9. No development shall commence unless and until a Sustainable Building Statement has been submitted to and approved in writing by the Local Planning Authority. The statement shall demonstrate how the requirements of Local Plan Policy EM2 (Building Standards) have been met. The development shall not be occupied unless and until all the works within the approved scheme have been completed in strict accordance with the approved details and thereafter the works shall be retained at all times and shall not be removed or altered in any way.

**Reason:** *To comply with the provisions of the NPPF and in accordance with Policy EM2 of the Coventry Local Plan 2016.*

10. 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 structures
- shall 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.*

11. Prior to the occupation of the development hereby permitted the following drainage details shall be submitted to and approved in writing by the Local Planning Authority:

- I. A scheme shall be submitted to, and approved in writing by, the Local Planning Authority (LPA) for the provision of a Sustainable urban Drainage System (SuDS) in accordance with the latest available design guidance. The submission shall include all relevant details and calculations to enable a full evaluation to be undertaken, and clear and accountable consideration shall be given to the following features:-
- a. Water quality control medium(s) such as permeable paving, filter drains, rain gardens, ponds or swales aimed at improving the quality of water passing through the system either above or below ground;
  - b. The use of water harvesting and grey water reuse at individual plot level within the development. This consideration may include the dedicated tank based storage where appropriate and any reasons for NOT using should be clearly stated;

- c. The deployment of green roof technology on suitable roof structures within the development;
- II. A detailed strategy for the long-term maintenance of the SuDS and other surface water drainage systems on site.
- III. 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 CCC SFRA.
- IV. Provisions must be made for the drainage of the site to ensure there are no temporary increases in flood risk, on or off site, during the construction phase.
- 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.
- VII. Foul drainage plans  
The drainage details shall be installed in full accordance with the approved documentation prior to occupation of the development and thereafter shall be maintained and shall not be removed or altered in any way.

**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'*

- 12. Prior to the first occupation of the development hereby permitted, a combined ecological and landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include all aspects of landscaping including details of any compensation for biodiversity loss, including the erection of bat boxes and/or bird nesting boxes (to include box type, numbers, location and timing of works). The approved scheme shall be fully implemented in strict accordance with the approved details prior to the first occupation of the development and all planting shall be carried out in accordance with the approved details within the first planting and seeding seasons following the first occupation. Any tree(s) or shrub(s) which within a period of five years from the completion of the development dies, is removed or becomes; in the opinion of the Local Planning Authority; seriously damaged, defective or diseased shall be replaced in the next planting season with another of similar size and species. 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 and thereafter shall be retained and shall not be removed or altered in any way.

**Reason:** *To ensure that protected species are not harmed by the development in accordance with Policy GE3 of the Coventry Local Plan 2016 and the advice contained within the NPPF 2018.*

- 13. Prior to the first occupation of the development hereby permitted, details of any hard landscaping works shall be submitted to and approved in writing by the Local Planning Authority. Details shall include boundary treatment, including full details of the proposed boundary walls, railings and gates to be erected, specifying the type of

bricks and colour of the railings and gates; footpaths; and hard surfacing (which shall be made of porous materials or provision shall be made to direct run-off water from the hard surface to a permeable or porous area). The hard landscaping works shall be completed in strict accordance with the approved details within three months of the first occupation of the development hereby permitted and thereafter they 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 visual amenities of the area in accordance with Policy DE1 of the Coventry Local Plan 2016.*

14. Prior to the first occupation of the development hereby permitted, a landscape management plan, including long term design objectives, long term management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be implemented as soon as the approved landscaping is carried out and shall not be withdrawn or altered in any way.

**Reason:** *To ensure a satisfactory standard of appearance over the lifetime of the development in the interests of the visual amenities of the area in accordance with Policy GE1 and DE1 of the Coventry Local Plan 2016.*

15. Prior to first occupation, the mitigation measures as set out within Section 8 of Amended REPORT - Environmental Noise Survey, dated 5th January 2022 - Report Ref:18083-1-R2 shall be installed in full accordance with the approved details. The approved mitigation measures shall remain in place at all times and shall not be removed or altered in any way.

**Reason:** *To safeguard the amenities of the occupiers of the development in accordance with Policy DS3, DE1 and H3 of the Coventry Local Plan 2016.*

16. The development hereby permitted shall not be occupied unless and until the access to the site, manoeuvring space(s) and car parking area(s) indicated on the approved drawings have been provided in full accordance with those details and thereafter those areas shall be kept marked out and available for such use at all times.

**Reason:** *In the interests of highway safety in accordance with the aims and objectives of Policies AC1, AC2 and AC3 of the Coventry Local Plan 2016.*

17. 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 of the building 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 Plan 2016.*



18. 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.*

19. Prior to the first occupation of the development hereby permitted, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall set out proposals (including a timetable and methods of monitoring the performance of the Plan), to promote travel by sustainable modes, and shall be implemented in accordance with the details specified therein and shall not be amended 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 Plan 2016.*

20. No works to the footway shall be carried out until full engineering details have been submitted to and approved in writing by the Local Planning Authority. Before the development hereby permitted is first occupied all redundant existing vehicular access points onto Collingwood Road shall have been permanently closed and the footway reinstated and any associated footway works completed in full accordance with the details shown on the approved drawings and the approved engineering details.

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

21. Prior to the first occupation of the development hereby permitted, details of bin storage areas shall be submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall not be occupied unless and until the bin storage areas 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:** *In the interests of the amenities of future occupants of the residential accommodation and neighbouring occupiers in accordance with Policy DE1 and H3 of the Coventry Local Plan 2016.*

22. The student accommodation hereby permitted shall be occupied by no more than 86no. permanent residents at any time.

**Reason:** *To ensure that the development is not used in an over-intensive manner, prejudicial to or likely to cause nuisance to occupiers of nearby properties in accordance with Policies DS3, DE1, H3 and H10 of the Coventry Local Plan 2016.*

23. No part of the building hereby permitted shall be occupied unless and until the external amenity space has been laid out and provided in full accordance with the details shown on the approved plans and thereafter shall remain available for use at all times.

**Reason:** *In the interests of the amenities of the future occupants of the residential accommodation in accordance with Policy DE1, H3 and H10 of the Coventry Local Plan 2016.*

24. Before the access hereby permitted is first used a 2 metre by 2 metre visibility splay shall be provided at the back of the footway on either side of the proposed access way in full accordance with the approved drawings. The visibility splays shall be retained thereafter with nothing in the visibility splay exceeding 600mm in height.

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

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

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

26. Prior to the installation of any external lighting to be fixed to any building(s), an external lighting strategy (including a plan) shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall demonstrate that lighting shall be kept to a minimum at night in order to minimise impact on emerging and foraging bats, and to restrict light spillage onto foraging corridors. The lighting shall be installed in full accordance with the approved strategy and all lighting thereafter shall be subsequently maintained in strict accordance with the approved details.

**Reason:** *To ensure that protected species are not harmed by the development in accordance with Policy GE3 of the Coventry Local Plan 2016 and the advice contained within the NPPF 2018.*