

Planning Committee Report	
Planning Ref:	PL/2023/0001042/FULM
Site:	Mills Forgings Ltd Charterhouse Road
Ward:	St Michael's
Proposal:	Demolition of existing buildings and erection of part 4 and part 6-storey building for purpose-built student accommodation comprising 130 rooms, with associated communal and external amenity space, landscaping and cycle parking.
Case Officer:	Liam D'Onofrio

SUMMARY

The application proposes the demolition of existing industrial buildings and the erection of purpose-built student accommodation comprising 130 rooms, with associated communal and external amenity space, landscaping and cycle parking. The building will be formed by four and six-storey elements.

KEY FACTS

Reason for report to committee:	More than five objections received
Current use of site:	Mills Forgings Ltd Factory and Blacksmiths
Proposed use of site:	Purpose built student accommodation.
Proposed no of units	130 No. rooms

RECOMMENDATION

Planning Committee are recommended to delegate the grant of planning permission to the Strategic Lead for Planning subject to conditions and the completion of a S106 Legal Agreement to secure the contributions summarised in this report.

REASON FOR DECISION

- The proposal is acceptable in principle
- The proposal provides an appropriate design and layout solution.
- 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: DE1, HE2, H3, H10, JE3, AC1, AC2, AC3, AC4 & DS3 of the Coventry Local Plan 2016, together with the aims of the NPPF.

SITE DESCRIPTION

The application site is located on the western side of Charterhouse Road and adjoins the eastern side of the River Sherbourne. The site is occupied by Mills Forgings Ltd, an existing factory and blacksmiths comprising a single storey building with adjoining two-storey offices. There is an open yard fronting Charterhouse Road, but the site otherwise sits behind two-storey period terraced dwellings that front the highway.

A contemporary three and four-storey residential development 'Willowbank Mews' and its associated car park is located to the south of the site and an engineering training centre is located to the north. There are existing industrial uses on the opposite side of

the river to the west and student accommodation under construction (former Dairy Crest site) to the northwest, all accessed from Harper Road.

The site is within the built-up area of the city, located less than 400m from Far Gosford Street Local Centre and 800m from the Ring Road overpass at Gosford Street, via the Coventry University Lanchester Library.

APPLICATION PROPOSAL

Planning permission is sought for the demolition of the existing Mills Forgings factory buildings and the erection of purpose-built student accommodation comprising 130 rooms, with associated communal and external amenity space, landscaping and cycle parking.

The Design and Access Statement (DAS) states that the scheme provides:

- 130 Bedrooms which include 127 no. Studios and 3 no. Wheelchair Accessible rooms.
- 343m² of internal communal space, plus additional external amenity space providing students with social spaces, including include a gym, communal kitchen/lounge and a laundry room.
- 80 no. long stay cycle spaces are provided primarily for students and staff and 10 short stay cycle spaces, which are dedicated for visitors.
- External amenity spaces and a terrace overlooking the River Sherbourne has been provided for outside amenity space. The central courtyard will also provide access and a turning area for a fire engine and an area for managed student arrival and departure days.
- Within the site, 7 no. car parking spaces are provided for residents and visitors, including 2 no. disabled spaces.

In terms of design the DAS states that the proposed building's massing and form have been influenced by the surrounding area. Elevational design is inspired by the local context of red brick evident in the residential properties and industrial buildings surrounding the site. The proposed elevations have been carefully designed to positively contribute to the existing streetscape and link the proposed development to the surrounding character of the existing buildings, bridging the existing fringe of industrial and residential. Pitched roofs and punched windows have been included into the design to reflect the surrounding buildings. The proposed materials palette will consist of red brickwork as a facing material and standing seam zinc cladding.

The main entrance is accessed just off Charterhouse Road and is easily located from the site access point. The entrance to the building is provided through a single point of entry. To the right of the entrance is a reception and post room with associated staff facilities.

The plant room and water tank are located at basement level and are accessed from separate stairwells with no through connection. The upper floors consist of private studio bedrooms with amenity space provided on each floor. All studios feature a bedroom with a desk, bed and storage units, ensuite and a kitchen living area.

PLANNING HISTORY

There have been a number of minor historic planning applications on this site relating to Mills Forgings; the following is the most recent/relevant:

Application Number	Description of Development	Decision and Date
FUL/2021/1257	Demolition of existing buildings and erection of part 2, part 3, part 4 and part 6-storey building for purpose-built student accommodation comprising 158 rooms, with associated communal and external amenity space, landscaping and cycle parking.	Refused 27/05/22 – issues around parking, amenity space, separation distances and privacy.

POLICY

National Policy Guidance

National Planning Policy Framework (NPPF) September 2023. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that is relevant, proportionate and necessary to do so. The NPPF increases the focus on achieving high quality design and states that it is "fundamental to what the planning and development process should achieve".

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

Local Policy Guidance

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

Policy DS1: Overall Development Needs

Policy DS3: Sustainable Development Policy

Policy H3: Provision of New Housing

Policy H10: Student accommodation

Policy GE1 Green Infrastructure

Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation

Policy GE4: Tree Protection

Policy DE1 Ensuring High Quality Design

Policy HE2: Conservation and Heritage Assets

Policy HE3: Heritage Park – Charterhouse

Policy JE3: Non-Employment Uses on Employment Land

Policy JE7: Accessibility to Employment Opportunities

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):

SPD Design Guidelines for New Residential Development

SPD Delivering a More Sustainable City

SPD Coventry Connected

CONSULTATION

Statutory

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

- Highways
- LLFA
- Environment Agency

Non-statutory

No Objections received from:

- West Midlands Fire Service

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

- Archaeology
- Ecology
- West Midlands Police
- Environmental Protection
- NHS

Neighbour consultation

Immediate neighbours and local councillors have been notified; a site notice was posted on 08/06/23. A press notice was displayed in the Coventry Telegraph on 08/06/23.

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

- a) Building is too close to the river and too tall. Multiple suggestions that the building should be limited to four story.
- b) Building is oppressive/an intensive overdevelopment and will be detrimental to the neighbouring properties and the river aspect.
- c) The design is not in keeping with the other developments and looks horrible and cheap. Tiny pod rooms are not suitable for habitation.
- d) Overlooking concerns/loss of light.
- e) Traffic and pedestrian/highway safety concerns. Existing parking pressures due to HMOs in the area. Site is on a dangerous bend.
- f) The scheme is contrary to Policy HE3 Heritage Park – Charterhouse and should include a riverside walkway.
- g) Scheme will impact upon the river corridor and wildlife.
- h) Concerns of noise and anti-social behaviour.
- i) Mills Forgings brings jobs to the local community and should be kept.

Of the above objections several are from the on-site lettings office at Willowbank Mews raising the following specific concerns:

- j) There is an office on-site and the close proximity of the proposed development means telephone conversations may be overhead giving rise to potential breaches of GDPR.

Historic Coventry have objected to the scheme on the grounds that the development is too tall and too close to the river, affecting ecology, putting the river/bank in shade and creating a canyon effect that is not attractive for the proposed riverside walk as set out in Policy HE3. Historic Coventry suggests the building be reduced to 4 storey and be set further back from the river, allowing the potential for future public access and reducing overshadowing.

The Coventry Society have objected to the scheme on two grounds, summarised as:

(i) The six-storey element of the proposal is intrusive and is an over-development. It will confine the River Sherbourne into a development canyon. The neighbouring student block to the south, 'Willowbank Mews', is four stories. The maximum height should be four story, similar to Willowbank Mews, so as to reduce the canyoning effect of successive riparian developments.

(ii) It is understood that the Council wish to open up and improve the River Sherbourne, yet the application pays no heed to this. The application, if approved, will prevent future public access alongside the Sherbourne and will do nothing to improve the character of the river nor the amenity value of the river to Coventry citizens.

Any further comments received will be reported within late representations.

APPRAISAL

The main issues in determining this application are principle of development, the design/impact upon the character of the area and heritage assets, the impact upon neighbouring amenity, highway considerations, flood risk, noise, contaminated land, air quality, ecology and infrastructure.

Principle of development

Loss of employment use

Policy JE3 'Non-Employment Uses on Employment Land' states that proposals for the redevelopment of employment land for non-employment purposes will not be permitted, unless it can be demonstrated that the site is:

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

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

- a) The potential of the site to contribute to the employment land requirements of the city over the plan period is not significant; and

- b) The proposal would not significantly compromise the viability or deliverability of other adjacent employment land or land allocated in this Plan for employment development; and
- c) The proposal will not have an unacceptable adverse impact on the continuing operation of any nearby existing businesses.

The Planning Statement advises that the site is part of Kimber Mills International, a forgings and machined parts manufacturer. The application site immediately adjoins two-storey Victorian terraced housing on Charterhouse Road, and purpose-built student accommodation to the south, at Willowbank Mews. It is therefore considered that the current industrial use is not appropriately sited and is physically constrained, not least by its approach along narrow residential roads. There is a strong case for its redevelopment to a more compatible residential use reflecting surrounding residential uses.

It is noted that the business will be retained within the West Midlands with the company in the process of consolidating its UK operations to a single larger site at Kimber Drop Forging Ltd in Cradley Heath, Sandwell.

The loss of the site would have minimal impact upon the employment land requirements for the City and would have no effect on nearby employment development potential or existing businesses in terms of the tests in Policy JE3 para 2a), 2b) and 2c). The neighbouring employment site to the north, occupied by the Midland Group Training Services, is accessed from Gulson Road and is functionally separate. The former industrial site to the south (now Willowbank Mews) was redeveloped for similar reasons.

There are no issues with the demolition of the existing buildings on site, which have no architectural or historic merit to warrant their retention.

The redevelopment of the existing employment use is therefore considered to be acceptable in principle.

Proposed Student accommodation

Policy H10 'Student Accommodation' states that purpose-built student accommodation will be encouraged where:

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

The Policy notes that to support the intended use of the proposals the specified tenure will be secured through a Section 106 agreement.

In terms of Policy H10 (a) - the site is within a sustainable location and directly accessible from Coventry University and is approximately 700 metres (a seven-minute walk) to Lanchester Library. In terms of the other points within Policy H10 the development is considered to provide a positive design solution that will regenerate the existing industrial site without detriment to local services or neighbouring amenity (these matters are expanded upon in the sections below). The student accommodation is therefore considered to comply with Policy H10 of the Coventry Local Plan 2016. In accordance

with Policy H10 it is proposed that the tenure will be restricted to students through a legal agreement.

Other matters

Officers recognised that the provision of purpose-built student accommodation can help to alleviate pressure on the conversion of family homes to HMOs. Although not all HMOs are occupied by students it is known that HMOs are an attractive option for students, particularly in their second and third years at university and especially in the context of a lack of reasonable alternatives. The continued growth of high quality, purpose built, well-managed and sustainably located student accommodation is therefore considered to provide positive benefits to the students occupying these buildings, but such developments also assist in facilitating a decline in the demand for HMOs with the future possibility of some HMOs to return to family dwellinghouses.

The scheme is therefore acceptable in principle.

Design/Impact on visual amenity

Policy DE1 of the Local Plan seeks to ensure high quality design and development proposals must respect and enhance their surroundings and positively contribute towards the local identity and character of an area.

The National Planning Policy Framework, paragraph 130 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 previous scheme refused under reference FUL/2021/1257 was considered to have a positive design ethos but was too intensive leading to a number of shortfalls around parking, amenity space, separation distances and privacy.

In order to overcome the previous concerns, the applicant has made significant changes to the bulk and mass of the building. The northern wing has been entirely removed resulting in a much larger area of outdoor amenity space and the southern wing has been substantially reduced in depth so that it no longer projects to the back of the footpath on Charterhouse Road. The scheme therefore no longer infills the existing ‘gap’ in built form

fronting the highway; however, it does provide a positive improvement with a small, landscaped car park/enclosed bin store behind new boundary walling.

The design of the facade (east elevation) fronting Charterhouse Road has been amended to provide front gable roof projections, which deliver a stronger sense of arrival to the street frontage, and which raise the status of the building's front entrance.

Whilst many representations suggest that the building should be limited to four storeys (matching the adjoining Willowbank Mews) it is considered that the six-storey element is well-proportioned and will positively address the River Sherbourne on the site's western boundary. There is an appropriate transitioning scale with the building stepping up towards the river, marking the interface with the River Sherbourne. It is also considered that a visual step-up in height is desirable between the linear terrace of Willowbank Mews and the proposed development, which will form a distinctive and recognisable riverside 'Mill' typology and vernacular. The building as a whole responds well to the pitched vernacular of the terraced housing and industrial warehouses surrounding the site and will provide a high-quality design solution.

A standing seam zinc roof has been introduced to upper stories to reduce the apparent mass of the building further. The materiality and style have been influenced by the local context, including a prevailing single red brick tone, stone detailing, and a pitched roof vernacular, derived from the existing terraced housing on Charterhouse Road as well as industrial buildings on and around the site, as well as the riverside setting. A condition is suggested to agree all elevational materials details.

The existing factory has a blank western elevation facing the river and the proposed scheme significantly improves natural surveillance to the river corridor. The proposal initially had projecting balconies on the western elevation, and these have been removed (and replaced with Juliet balconies) so that the western façade sits in line with the adjoining Willowbank Mews. The removal of the projecting balconies also reduces potential overlooking onto the neighbouring terrace.

The scheme provides a high-quality design solution, positively regenerating the area in accordance with Policies H10, DE1 and the aims and objectives of the NPPF.

Heritage assets

Policy HE2 'Conservation and Heritage Assets' states that in order to help sustain the historic character, sense of place, environmental quality and local distinctiveness of Coventry, development proposals will be supported where they conserve and, where appropriate, enhance those aspects of the historic environment which are recognised as being of special historic, archaeological, architectural, artistic, landscape or townscape significance.

The site is over 200m from both Far Gosford Street Conservation Area and London Road Conservation Area and some 350m from the Grade I listed Charter House. The scheme is not therefore considered to result in any impact upon heritage assets. Given these distances and intervening buildings the development will not impact upon the character or setting of the nearby conservation areas or listed buildings.

The Council's Archaeologist has requested an archaeological condition, as desk-based evidence suggests a potential for archaeology along the river. This will be conditioned accordingly.

There have been several objections from local residents and also Historic Coventry and the Coventry Society in relation to Policy HE3 of the Coventry Local Plan which relates to the Heritage Park – Charterhouse, and concern that the scheme does not contribute towards the improvement of linkages along the River Sherbourne.

Policy HE3 states schemes should include a riverside walkway along the exposed section of the River Sherbourne, connecting Far Gosford Street with Charterhouse. Policy HE3 Appendix 4 sets out the route which runs on the western side of the river. The application site is on the eastern side of the river and is not therefore contrary to Policy HE3 as it will not impede the proposed linkage. The adjoining development to the south (Willowbank Mews) is already located to the river edge and the scheme will reflect this.

It should be noted that the purpose-built student accommodation at the former Dairy Crest site on the opposite western bank of the river provides a riverside corridor between 9.6m and 11.5m wide with space for a minimum 5m wide footway/cycleway. Policy HE3 seeks to require any future redevelopment of land on the western bank to provide a continuation of this riverside walkway with the overall intention to connect Far Gosford Street with Charterhouse Park.

Whilst public access is not achievable on the eastern bank it is also undesirable from a biodiversity point of view, as the scheme includes enhancement of the eastern riverbank. There is still a benefit to the additional activity and natural surveillance that the scheme will bring to the riverside elevation opposite the walkway.

The scheme therefore complies with Policies HE2 and HE3.

Impact on residential amenity

In accordance with the SPD, a minimum distance of 20m is this Council's generally accepted guideline for there to be no material loss of privacy between the rear of two-storey buildings directly facing each other (i.e. a back-to-back relationship). Where residential development exceeds 2-storeys, it would be expected that separation distances should increase and this will be assessed on a case-by-case basis, taking account of local context.

The northern projecting wing in the previous planning application was considered to be too close to the rear (west) garden boundaries of properties on Charterhouse Road, dominating outlook. The deeper projecting southern wing also created an overlooking issue to rear gardens and impacted upon the outlook and light to the adjoining dwellinghouse at No.72 Charterhouse Road. The two wings also provided insufficient window-to-window separation distances between the elevations within the internal courtyard.

The applicant has taken a pragmatic approach to reducing built form on site to resolve previous concerns. The northern wing has been removed to greatly improve outlook from existing properties in Charterhouse Road. The distance between windows in the proposed six-storey element and the rear garden boundaries of terraced properties on

Charterhouse Road is a generous 28.5m. The window-to-window separation is 40m (to the terrace's rear outriggers) and 45m to the terrace's main rear walls.

The proposed four-storey southern wing has been reduced in depth so that it will now sit in a similar position to the existing two-storey office building on site. To better protect the privacy of adjoining neighbours the secondary windows to bedrooms in the upper floors of the east elevation have been made into blind windows and a condition is suggested to require the stairwell windows to be obscure glazed to limit outward views. Window-to-window separation is otherwise maintained to 20m to the closest residential properties flanking the site entrance.

The windows in the north elevation of the proposed southern wing are at 90-degrees to the properties on Charterhouse Road and given the oblique views there is no overlooking concern. The windows to the southern elevation of the wing face onto a private car park belonging to the adjoining Willowbank Mews. While the occupiers of the letting's office linked to this property have objected to the scheme regarding privacy the insertion of windows it is considered positive in terms of natural surveillance as this is onto a car park. A 'saw-tooth' window arrangement has been proposed to the section closest to Willowbank Mews to protect privacy between properties.

The proposed scheme, as amended, is not therefore considered to create any significant impact upon the outlook, light, privacy or amenity of existing residents.

The residential use is compatible with surrounding residential uses and comings and goings will be absorbed into existing movements within the street; however, a student management plan condition is suggested to agree managed arrangements for the beginning and end of terms for students moving into and out of the accommodation.

In terms of the future occupiers of the development the scheme is considered to provide a high-quality residential environment within a sustainable location close to shops, services, Coventry University campuses and public transport options.

The previous refusal reason included concerns that the proposed accommodation lacked both insufficient internal and external amenity space and self-catering facilities. The current scheme has improved internal amenity space and all floors will now have communal areas with a further decking area onto the river, lounge and gym at ground floor and a cinema room, yoga studio and shower/changing rooms in the basement. Each room will get a kitchenette to enable students to self-cater should they wish.

The external amenity space is greatly improved, and occupants will enjoy a private communal space accessible to all residents and free from vehicles (with emergency access provided for fire engines only).

In terms of future occupiers' health and safety the West Midlands Police have suggested security measures and a condition is suggested to ensure the building incorporates 'Secured by Design' standards such as CCTV, vandal proof lighting and access control systems. The scheme is supported by a Fire Statement and West Midlands Fire Service have no objections, subject to the scheme conforming to relevant Building Regulations (which is separate legislation).

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.

Parking provision should accord with the maximum standard expressed in Appendix 5 unless it has been clearly demonstrated that the site is in a highly accessible location where transport, by means other than the private car is a realistic alternative. In that respect lower levels of provision may be considered acceptable where the site is in close proximity to the City Centre, a train station, a high-quality rapid transport route or other public transport interchange and where there is a package of measures (proportionate to the scale of development) to enable sustainable means of transport. Any variation from the maximum standard must be fully justified by proportionate evidence.

Highways have advised that they support the largely car-free nature of the development. The local area is covered by the Charterhouse Residents Permit Parking Scheme, which limits on-street parking. Highways have requested a contribution of £6000 to support the continuation of the existing Residents Parking Scheme in the area.

The on-site car parking provision is acceptable to Highways. This also enables a managed on-site pick-up and drop off area for beginning/end of term and avoids traffic build up on Charterhouse Road. The management plan/booking system for vehicles will be secured by condition.

The Transport Statement (TS) indicates that there will be a significant reduction in trips associated with the proposed use when compared with the current use as an industrial site (Use Class B2), which is accepted by Highways. Given the site's close proximity to the University, it is also agreed that most trips to and from the site will be on foot, which is a further benefit to local traffic and air quality conditions.

Overall, the TS is a sound basis on which to base the principles of the development and to emphasise its car-free nature. One barrier to sustainable transport is that there are no formal pedestrian crossing points on Gulson Road west of the junction with Charterhouse Road. The first recognised location is adjacent to Mr Tyre, but this is only a pair of dropped kerbs and a pedestrian refuge. The highway authority proposes that this should be upgraded to a Zebra crossing to improve the route between the development and

Coventry University for pedestrians. As such, a request for a financial contribution of £40,000 is made to fund this improvement.

Coventry City Council monitors travel plans and for this a fee is charged to developers via a S106 agreement. The fee is £6,800 covering the duration of the travel plan (TP).

The relatively generous ratio of cycle parking spaces to bedroom is welcomed as a further encouragement of sustainable travel. These spaces will be secured by condition.

Additional conditions are suggested to secure a demolition/construction management plan, bin stores, car parking and access visibility spays.

Flood Risk

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

The application is supported by a flood risk assessment. The LLFA (Drainage) note that on the whole, the application site is within Main River Fluvial Flood Zone 1 and is considered to be at very low risk from flooding from this source, although an area of Fluvial Flood Zone 3 may encroach onto the site at the southern boundary. The LLFA have raised no objection to the scheme, subject to conditions to secure appropriate attenuation and SuDs solutions.

The Environment Agency (EA) have raised no objections to the scheme, subject to a condition to ensure that any remedial works where required are completed to a satisfactory standard in order to prevent the pollution of all Controlled Waters, notably the underlying Principal and Secondary A groundwater aquifers and the adjacent Sherbourne river. The applicant may also require separate EA consent to discharge into the river. This would be carried out under legislation separate to the planning process directly between the applicant and the EA.

Contaminated land

Policy EM6 seeks to ensure that redevelopment of previously developed land does not have a negative impact on water quality, either directly through pollution of surface or ground water or indirectly through the treatment of waste water by whatever means.

Environmental Protection (EP) consider that the submitted contaminated land report is acceptable in scope and that the remediation should be carried out in accordance with the details. A verification report will be required when the development is complete, which is secured by condition. The unexpected contamination condition should also be applied.

EP also note that they are aware of Japanese Knotweed along the river in this area. A condition is suggested to secure an invasive weeds survey.

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.

A condition is suggested to require EV charging points within the car park and low emission boilers. The construction management plan will also seek to control dust at demolition and construction phases.

The Sustainable Design Statement indicates that the development will meet the BREEAM Excellent rating (pre-assessment) and includes both heat pumps and solar PV to be located on the roof of the building.

Ecology

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

The Council's Ecologist notes that there are no records of notable wildlife from the site, although the site is within 200m of common frog records, within 400m of numerous bat records and within 700m of Lower Stoke Local Wildlife Site. The site is also adjacent to River Sherbourne, which is an important green/blue corridor.

The existing site is largely buildings and hardstanding that will have relatively low biodiversity value, although there is a strip of trees and natural vegetation adjacent to the river, which provides biodiversity value and contributes to overall value of the river corridor.

A Preliminary Ecological Assessment has been submitted, which provides background information, an assessment of bats and other protected species and recommendations for enhancements. The development includes green roofs, walls and wildlife-friendly planting. Biodiversity enhancement is to be integrated into the building and the Ecologist advises that overall, the approach to landscaping is welcomed and would lead to a clear overall enhancement of biodiversity on the existing site. These matters will be controlled and secured by conditions.

Officers are satisfied that the conditions to secure biodiversity enhancement and protective measures for protected species, suggested by the Council's Ecologist, will ensure the development accords with Policy GE3.

Following further discussion with the developer it has been suggested that there could be further enhancement to the planting alongside the river. This is outside of the red line application site but understood to be within the applicant's ownership. There is currently external plant and surfacing in this location but an amended plan is suggested to show planting to this area. A condition is recommended accordingly.

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.

As this development relates 1-bedroom/student accommodation properties, Education will not be requesting a contribution.

As the scheme will provide student accommodation it is therefore exempt from the duty to provide affordable housing.

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

Highways have asked for a Travel Plan Monitoring Fee of £6,800 and a contribution of £40,000 for the installation of a Zebra crossing on Gulson Road.

NHS (ICB) have asked for Improvements to off-site primary medical care and healthcare facilities – capital contribution required at £61,244.

UHCW have asked for a contribution towards acute healthcare of £89,817.

In accordance with Policy H10 it is proposed that the tenure will be restricted to students through a legal agreement.

The developer has agreed to the requested contributions/obligations.

Equality Implications

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

(1) A public authority must, in the exercise of its functions, have due regard to the need to:

- a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

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

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

Conclusion

The proposed development is considered to be acceptable in principle and will not result in any significant impact upon neighbour amenity, highway safety, ecology or infrastructure, subject to relevant conditions and contributions. The reason for Coventry City Council granting planning permission is because the development is in accordance with: Policies DE1, HE2, H3, H10, JE3, AC1, AC2, AC3, AC4 & DS3 of the Coventry Local Plan 2016, together with the aims of the NPPF.

CONDITIONS/REASONS

1.	The development hereby permitted shall begin not later than 3 years from the date of this decision.
Reason	<i>To conform with Section 91 of the Town and Country Planning Act 1990 (as amended)</i>
2.	<p>The development hereby permitted shall be carried out in accordance with the following approved plans:</p> <p>Drg No. A100 Rev 2 (basement), A102 Rev 3 (Ground), A103 Rev 3 (First), A104 Rev 3 (Second), A105 Rev 3 (third), A106 Rev 2 (fifth), A107 Rev 2 (sixth), A108 Rev 2 (Roof), A110 Rev 4, A111 Rev 3, A112 Rev 5, Fire Statement Form, PRP Remediation Method Statement Ref: 81629-04 B, PRP Flood Risk Assessment Ref: 81629-02 B & Foul And Storm Water Drainage Strategy Ref: 81629-03 B, Futures Ecology Biodiversity Impact Assessment (BIA) Report Reference Number: FE94/BIA01 August 2023 & Preliminary Ecological Appraisal Ref: FE94/PEA01 23rd May 2023, DAS Ref: R.21.40 Rev A, ENS Noise Impact Assessment dated 10/08/23 and Technical note dated 17/08/23, Atlas Transport Statement May 2023.</p>
Reason	<i>For the avoidance of doubt and in the interests of proper planning</i>
3.	<p>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.</p>
Reason	<i>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</i>

	<i>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.</i>
4.	Notwithstanding the details shown on the approved plans; prior to occupation of the development 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	<i>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.</i>
5.	Notwithstanding the requirements set out within condition 4, within one year of the first occupation (but not before 8 months of the first occupation) of the building hereby permitted, a review of the cycle parking facilities shall have been submitted to the Local Planning Authority. If the building is not full occupied when the initial review is carried out, a further review shall be carried out once the building is fully occupied and the details shall be submitted to the Local Planning Authority. If any review identifies the lack of cycle parking as a barrier to residents travelling by cycle, additional cycle parking shall be provided within 6 months of the date of that review in accordance with details that shall be submitted to and approved in writing by the Local Planning Authority. Thereafter such cycle parking shall remain available for use at all times and shall not be removed or altered in any way.
Reason	<i>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.</i>
6.	The development hereby permitted shall be occupied unless and until the communal car parking spaces to be provided have been completed and marked out in full accordance with the approved drawings and made available for use by the occupants and / or visitors to the dwellings and thereafter those spaces shall be retained for parking purposes at all times and shall not be removed or altered in any way.
Reason	<i>To ensure the satisfactory provision of off-street vehicle parking facilities in accordance with the Council's standards and in the interests of highway safety and the satisfactory development of the site in accordance with Policies AC1, AC2 and AC3 of the Coventry Local Plan 2016.</i>

7.	Before the access hereby permitted is first used a 2.0 metre by 2.0 metre pedestrian visibility splay shall be provided at the back of the footway on either side of the proposed access 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	<i>In the interests of highway safety in accordance with Policies AC1 and AC2 of the Coventry Local Plan 2016.</i>
8.	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 on Charterhouse 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	<i>In the interests of highway safety in accordance with Policies AC1 and AC2 of the Coventry Local Plan 2016.</i>
9.	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	<i>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.</i>
10.	<p>Prior to their incorporation into the development hereby permitted, a scheme shall be submitted to, and approved in writing by, the Local Planning Authority (LPA) for:</p> <p>I. 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:-</p> <p>(a) General below ground attenuation, aimed solely at managing the quantity of water on site (Note: preference should be given to localised cellular storage unless there is no possible mechanism for doing so)</p> <p>(b) a flow control mechanism (or mechanisms) limiting the total site discharge offsite to Qbar greenfield rates or 5 l/s, whichever is greater. The</p>

discharge rates for brownfield sites shall be considered as greenfield in accordance with the CCC SFRA.

II. 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.

III. Evidence of the 1 in 100 year plus climate change events will be held within the site boundaries, by the designed drainage system and surface profile.

IV. The designer should consider the incorporation of water re-use systems such as grey water harvesting to manage down both peak and total rainfall runoff discharging to sewer systems, watercourses and groundwater.

V. The development must be considered for the implementation of permeable paving or similar permeable material for the partial reduction of flow and the improvement of water quality in accordance with Coventry City Council's adopted Supplementary Planning Document for 'Delivering a More Sustainable City'.

VI. Evidence must be provided to confirm that receiving water bodies or sewers are capable of accepting the attenuated flows specified by the Lead Local Flood Authority (LLFA) or Local Planning Authority (LPA) and that this will not exacerbate the flood risk on or off site. Evidence to confirm the acceptability of proposed point discharges to the infrastructure sewers.

VII. 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.

VIII. Finished floor slab levels must be 300mm above the 1 in 100-year pluvial flood levels, and above the 1 in 100-year fluvial flood levels.

IX. Provisions must be made for the drainage of the site to ensure there is no discharge of Name of officer responding: Mark Holden-Brown surface water to the Public Highway.

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

XI. Foul drainage plans.

The drainage works shall be installed in full accordance with the approved details prior to first occupation and thereafter shall be retained and shall not be removed or altered in any way.

Reason	<i>To ensure that adequate drainage facilities are available for the satisfactory and proper development of the site in accordance with Policy EM4 & EM5 of the Coventry Local Plan 2016.</i>
11.	Prior to the first occupation of the development hereby approved, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.
Reason	<i>To ensure that any remedial works where required are completed to a satisfactory standard in order to prevent the pollution of all Controlled Waters, notably the underlying Principal and Secondary A groundwater aquifers and the adjacent Sherbourne river in accordance with Policy EM6 of the Coventry Local Plan 2016.</i>
12.	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	<i>To secure local employment in accordance with the City Council jobs strategy and Policy JE7 of the Coventry Local Plan 2016.</i>
13.	Any gas boilers installed on site shall have a dry NOx emission rate of no more than 40mg/kWh. Two electric vehicle recharging points shall be provided prior to occupation and shall not be removed or altered in any way and shall be kept available for such use by staff/residents/visitors at all times.
Reason	<i>To mitigate the impacts of development on air quality in accordance with Policy DS3 of the Coventry Local Plan 2016 and the aims and objectives of the NPPF.</i>
14.	Prior to their incorporation into the development hereby permitted, a scheme to meet 'Secured by Design' which includes: CCTV, vandal proof lighting and access control systems, shall be submitted to and approved in writing by the Local Planning Authority. These measures shall be installed 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	<i>To ensure Secured by Design standards are met, in the interests of safety and security and the health and wellbeing of future occupiers of the development in accordance with Policies DS3, H3 and DE1 of the Coventry</i>

	<i>Local Plan 2016.</i>
15.	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	<i>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.</i>
16.	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	<i>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.</i>
17.	No fixed plant and/or machinery shall be operated unless and until details of the fixed plant and/or machinery including any mitigation measures, has been submitted to and approved in writing by the local planning authority. The rating level of the noise emitted from the plant and machinery shall not exceed the current background noise level at the nearest off-site noise sensitive receptor. The noise levels shall be determined by measurements or calculations at the nearest off site, noise sensitive premises. The measurements and assessment shall be made according to BS 4142:2014. All details shall be carried out as approved and mitigation measures shall remain in place thereafter.
Reason	<i>To safeguard the amenities of the adjoining occupiers of the development in accordance with Policy DS3 of the Coventry Local Plan 2016.</i>
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	<i>In the interests of the amenities of future occupants of the residential accommodation and neighbouring occupiers in accordance with Policies DE1 and H10 of the Coventry Local Plan 2016.</i>
19.	<p>No demolition/development shall take place/commence until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition/development other than down to slab level shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives; and:</p> <ul style="list-style-type: none"> - The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works - The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.
Reason	<i>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</i>
20.	No development (including any demolition or preparatory works) shall commence unless and until an Invasive Non-Native Species Protocol (INNSP) has been submitted to and approved in writing by the Local Planning Authority. The INNSP shall detail the timing and method of containment, control and removal of Japanese Knotweed from the site. The development shall only proceed only in full accordance with the measures identified in the approved INNSP.
Reason	<i>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.</i>
21.	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	<i>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.</i>
22.	Prior to occupation of the development hereby permitted and following completion of the measures identified within the remediation scheme (PRP Remediation Method Statement Ref: 81629-04 B), 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	<i>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.</i>
23.	In the event that contamination or unusual ground conditions are encountered during the development it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken, and where remediation is necessary, a remediation scheme must be prepared for submission to and approval in writing of the Local Planning Authority. Following completion of the measures identified within the approved remediation scheme, a verification report must be prepared for submission to and approval of the Local Planning Authority.
Reason	<i>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.</i>
24.	Prior to the first occupation of the development hereby permitted, details of general ecological habitat enhancement measures and hedgehog mitigation measures shall be submitted to and approved in writing by the Local Planning Authority. Such measures shall include; retention and management of boundary vegetation, and hedgehog friendly boundary fencing and gates. The habitat enhancement measures shall be undertaken in strict accordance with the approved details prior to the first occupation of the development and thereafter shall be retained and shall not be removed or altered in any way.
Reason	<i>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.</i>
25.	Prior to the first occupation of the development hereby permitted details of bat / bird boxes and riverside access routes for riparian animals shall be submitted to and approved in writing by the Local Planning Authority. The bat / bird boxes and riverside access routes for riparian animals shall be

	fully installed in strict accordance with the approved details prior to the first occupation of the development and thereafter shall be retained and shall not be removed or altered in any way.
Reason	<i>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.</i>
26.	No removal of trees/hedges/shrubs or demolition of buildings/structures shall take place between 1st March and 31st August (inclusive) unless a survey to assess the nesting bird activity on the site during this period has been undertaken by a qualified surveyor, and a scheme to protect any nesting birds identified on the site has first been submitted to and approved in writing by the Local Planning Authority. No trees/hedges/shrubs shall be removed or buildings/structures shall be demolished between 1st March and 31st August (inclusive) other than in strict accordance with the approved bird nesting protection scheme.
Reason	<i>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.</i>
27.	Prior to the first occupation of the development hereby permitted a Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The content of the LEMP shall include the following: a) Description and evaluation of features to be managed; b) Ecological trends and constraints on site that might influence management; c) Aims and objectives of management, including mitigation and enhancement for species identified on site; d) Appropriate management option for achieving aims and objectives; e) Prescriptions for management actions; f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a ten-year period); g) Details of the body or organisation responsible for implementation of the plan, along with funding mechanism(s) for that body or organisation; h) Ongoing monitoring and remedial measures, including where monitoring shows that conservation aims and objectives of the LEMP are not being met; i) improvements alongside the riverbank. The LEMP plan shall be implemented in strict accordance with the approved details within three months of the first occupation of the development and thereafter shall not be withdrawn or amended in any way.
Reason	<i>In order to safeguard and enhance habitat on or adjacent to the site in order to secure an overall biodiversity gain in accordance with Policy GE3 of the Coventry Local Plan 2016.</i>
28.	No development (including any demolition or preparatory works) shall commence unless and until a survey for the presence of bats has been carried out by a qualified surveyor and has been submitted to and approved

	<p>in writing by the Local Planning Authority. Should the presence of bats be found then no demolition or preparatory works shall take place until full details of measures for bat mitigation and conservation in accordance with good practice guidelines have been submitted to and approved in writing by the Local Planning Authority. All works shall be implemented in strict accordance with the approved timings and details and once undertaken any mitigation works shall not be removed or altered in any way.</p>
Reason	<p><i>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.</i></p>
29.	<p>Prior to the installation of any street lighting or 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.</p>
Reason	<p><i>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.</i></p>
30.	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any statutory instrument amending, revoking and/or replacing that Order, the windows be formed in the east facing elevation of the building hereby permitted (serving the stairwell and annotated as No.10 Etched Glazing With Building Branding on Drg No. A112 Rev 5) shall only be glazed or re-glazed with obscure glass and non-openable window units.</p>
Reason	<p><i>In the interests of the amenities of the occupiers of nearby properties in accordance with Policy DE1 of the Coventry Local Plan 2016.</i></p>
31.	<p>Prior to its incorporation into the development, details of the mural to the northern elevation shall be submitted to and approved in writing by the Local Planning Authority. Details shall include mural design, colours and material finish and/or brickwork detailing. All 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. The mural shall not contain commercial advertising.</p>
Reason	<p><i>To ensure that the proposed development retains 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.</i></p>

