FRIARGATE COVENTRY
BUILDING C09 & STATION SQUARE
RESERVED MATTERS

PLANNING STATEMENT

GW Planning
November 2013
CONTENTS

01 Introduction
02 Planning Context
03 Design and Access
04 Environment and Sustainability
05 Consultation
06 Conclusions
1.1 This Planning Statement has been prepared by GW Planning on behalf of Friargate Coventry LLP. It supports an application for the approval of reserved matters details in respect of the first building at Friargate (on plot C09) and the new Station Square. Both have Outline Planning Approval (ref. OUT/2011/0036 granted in July 2011) as part of the Friargate regeneration project in Coventry’s city centre.

1.2 Friargate will be an office led, mixed use development, with new workspace supported by residential, retail, hotel, leisure and community uses. The overall scheme will cover an area of 14.84 hectares (36.7 acres) and is expected to take up to 15 years to complete.

1.3 Friargate Coventry LLP is working in close partnership with Coventry City Council to achieve this major regeneration project. The first office building and new square will be constructed in parallel with highway infrastructure works being contracted by the Council to remodel Junction 6 and provide an at grade ‘green deck’ over the Ring Road linking Friargate to the city centre core.

1.4 In May 2013 the government awarded £24.4M of Regional Growth Funding to the Coventry and Warwickshire Local Economic Partnership, £12.7M of this allocated to infrastructure works at Friargate. To meet government funding conditions these works must be on site by early 2014 and completed in 2015. Reserved matters details of the Junction 6 works were approved in September 2013. The work is on target to start on site early in 2014.

1.5 The approved works to Junction 6 include the construction of the ‘green deck’ over the ring road underpass providing a wide, at-grade pedestrian linkage, with related changes to achieve a less extensive and intrusive highway layout and to prioritise public transport. This works package was the first phase of details approved in respect of the overall Friargate scheme.

1.6 The application now submitted is the second phase of details for approval. The details of the new Station Square are now presented. This will be an important new civic space for Coventry to the North of the Station, improving the experience for many people arriving or leaving by rail. Around it the approved Friargate masterplan proposes a number of significant commercial buildings fronting to the square and including some ground floor frontage retail uses. Details of the first of these buildings, at plot C09 on the North East corner of the new square, are now submitted.

1.7 Coventry City Council will occupy Building C09 when completed. This will enable the Council to achieve significant savings on its property costs as it relocates and consolidates its office functions into modern, efficient space with significantly lower energy use. The Council will relocate staff from a number of locations releasing properties and sites for re-use and redevelopment.

1.8 The first office building will occupy a prominent plot at Friargate at the gateway to the new square on arriving from the city centre. This first building will set the high standards of design and appearance appropriate to the step change in Coventry’s commercial offer that the Friargate scheme will achieve.
Phase 1 (approved September 2013)

PHASE 2 RED LINE AREA OF WORKS NOW PROPOSED

Later Phases
1.9 The Phase 2 reserved matters application relates to a ‘red line’ area including the new Square, Building C09 and some preparation of adjacent areas for future development. The following works would take place in this phase:

- demolition of all existing buildings within the red line area
- laying out the majority of the new Station Square (in this phase access will still be allowed across the Station frontage pending new bus interchange and taxi arrangements to be detailed in a future phase of the project)
- construction of the first new building (for office use with a ground floor café) at plot C09
- closure of the top of Manor Road, to be replaced by a new access street which will form part of the eventual masterplan street layout. The new street will provide access to the proposed building. In this phase it will provide a one way road replacing Manor Road as an exit for bus and other traffic from the station area. In later phases part of it it will become the new principal route for taxis to access and exit the Station vicinity
- interim landscaping and hoardings for areas of demolition, pending submissions for the details of further phases of development

The submission is formally described as:

Submission of reserved matters details for part of the Friargate redevelopment relating to layout, scale, appearance, means of access and landscaping (and other matters scheduled by conditions 2,9,15 &20) in respect of the laying out of Station Square, erection of office building (Use Class B1) with café/restaurant (Use Class A3) to part of ground floor and associated vehicle/pedestrian access and parking provision at master plan plot C09, local access road alterations including closure of part of Manor Road, and interim treatment of related areas following demolition pursuant to outline planning permission reference OUT/2011/0036 granted on the 27 July 2011 (EIA development – an Environmental Statement was submitted at outline stage).
02 PLANNING CONTEXT

2.1 The reserved matters details now submitted relate to Outline Planning Approval ref OUT/2011/0036 for the Friargate scheme.

2.2 When outline consent was granted in 2011, it was recognised that the Friargate scheme relates closely to National and Local Planning policies seeking to achieve urban renaissance and sustainable development.

2.3 The 2012 National Planning Policy Framework has since reinforced the government’s wish to see the achievement of ‘sustainable development’. Friargate continues to be an exemplar project in these terms.

2.4 The 2005 Coventry Unitary Development Plan remains the statutory local plan for Coventry. Subsequent drafts of the Coventry Core Strategy and Local Plan have not progressed through to formal adoption. The Friargate scheme was found to be consistent with both adopted and emerging city centre planning policies in 2011 and this continues to be the case.

2.5 Friargate will achieve a new/expanded office quarter for Coventry, linking the station area to the City Centre Core. Since 2011 some progress has also been made toward the achievement of another key element of Coventry’s city centre renaissance-outline planning approval has been granted for redevelopment and remodelling of the Southern part of the central shopping precincts, to include a new department store. The two schemes are to either side of Greyfriars Green and will in combination represent significant re-investment in the South of the City Centre.

2.6 The Outline Planning Approval for Friargate defined 8 Masterplan Principles (scheduling associated parameters and parameter diagrams) and was supported by the indicative Masterplan 2. The Masterplan Principles and Masterplan were proven in respect of compliance with Coventry’s city centre planning and urban design policies at outline stage, and they continue to guide the submission of reserved matters details.

2.7 Intentions in respect of the scheme were set out in some depth at outline planning stage by the scheme principles, the masterplan and the Transport Assessment (including the general highway rearrangements indicated by figs 8&9). The principles have not changed, and the details now submitted accord closely with the approved indicative masterplan.

2.8 A Section 106 planning legal agreement associated with the outline planning approval requires the developers to fund ‘Mitigation Works’ to include traffic regulation orders and traffic calming measures. This is to ensure that residential streets in the vicinity of the site are not unreasonably affected by traffic generated by or diverting as a consequence of the Friargate scheme.

2.9 An initial package of mitigation works funded in this manner was implemented in 2012. This has significantly reduced ‘rat-running’ traffic experienced by residents on several ‘Critical Roads’ even before the Friargate scheme is implemented. The package allows for monitoring and review and for further measures/payments as and when more than 50,000 square metres of new buildings are constructed.

2.10 The outline planning approval for Friargate has 37 planning conditions. These include (Condition 1) requirements to submit reserved matters details. Further additional details are to be submitted and approved in respect of particular matters phase by phase as the development progresses.

2.11 Conditions 9 and 10 are specific to any reserved matters application for works to Junction 6. Condition 9 requires an updated traffic assessment identifying and specifying measures to mitigate the impact of traffic generated by the scheme. Condition 10 then requires any measures so identified to be in place before commencement of highway works. These conditions, combined with the Section 106 obligations, provide mechanisms internal to the outline planning approval to update detailed mitigation measures.

2.12 In accordance with the requirements of Condition 9 an updated traffic assessment accompanied the reserved matters submission for the Junction 6 works phase. This phase 2 application will have some further but minor effects on Junction 6 as it involves the replacement of part of the existing Manor Road with a new taxi and access street. In similar accordance with condition 9 a further supplemental assessment accompanies this application describing and assessing the effects of these relatively minor changes. They do not generate any need for revised mitigation measures.

2.13 This application is also supported by other relevant details required (by conditions 1, 2, 9, 15 and 20) to accompany reserved matters submissions for Friargate. These include statements in respect of Energy Strategy, Landscape Management, Ecological improvement Measures, Site Specific Travel Plan and a Wind Assessment. Separate submissions can follow in respect of the clearance of other conditions requiring approval of further details prior to commencement of work on Phase 2. These include details of temporary arrangements, details of ground conditions and sustainable drainage, updated ecology survey and details of construction practice appropriate to air quality.

2.14 The Phase 2 works do not affect the Greyfriars Green Conservation Area nor do they affect any areas of archaeological interest. 64 existing trees within the phase 2 area will be removed but none of these are the subject of tree preservation orders or of Category A quality. 259 new trees will be planted in phase 2, most of these associated with the new Station Square.

2.15 The Phase 2 proposals are in close accordance with the approved illustrative Masterplan 2 as described in the design and access section of this statement. More detailed information on the designs now proposed is given by the Building Statement and the Landscape Statement that also accompany this submission.
03 DESIGN AND ACCESS

General Overview

3.1 The application forms describe the Reserved Matters proposals for Building C09 and Station Square as:

“Submission of reserved matters details for part of the Friargate redevelopment relating to layout, scale, appearance, means of access and landscaping (and other matters scheduled by conditions 2,9,15 &20) in respect of the laying out of Station Square, erection of office building (Use Class B1) with cafe/restaurant (Use Class A3) to part of ground floor and associated vehicle/pedestrian access and parking provision at master plan plot C09, local access road alterations including closure of part of Manor Road, and interim treatment of related areas following demolition pursuant to outline planning permission reference OUT/2011/0036 granted on the 27 July 2011 (EIA development – an Environmental Statement was submitted at outline stage).”

3.2 Building C09 has been designed by award winning architects Allies and Morrison. It will provide 12 stories (including part of the ground floor) of office accommodation with its main entrance and a cafe element fronting the new square. Their brief was to design a building which achieves a quality outcome and high sustainability standards in a cost-effective manner. A full explanation of the building is given by the Building Statement by Allies and Morrison which accompanies this application.

3.3 The proposed building details are in close accordance with those indicated by the approved Masterplan 2. The building will be slightly higher and thus more prominent than that illustrated for this plot at outline stage. This is entirely justifiable in urban design terms and well within the masterplan parameters.

3.4 Station Square has been designed by award winning landscape architects Gross Max. Their brief was to develop a locally distinctive design for Station Square as an important element of the new identity of the Friargate area. A full explanation of the Landscape (and access road) details is given by the Landscape Statement by Gross Max which accompanies this application.

3.5 The design and access intentions for the Friargate scheme as a whole as set out at outline stage and can be found in the Planning Design and Access Overview Document as supplemented by further explanation within the Masterplan 2 document and the Transport Assessment. Reference should be made to these documents as approved in 2011 to appreciate the overall intentions for Friargate and the role of building C09 and Station Square within this.

Use and Amount of Development

Building C09

3.6 As set out by the Masterplan, building C09 is one of the principal commercial office buildings grouped around the new Station Square. The building as now detailed will have a total (gross external) floorspace of 17935 m2 mainly providing B1 office space for use by Coventry City Council. A cafe occupying part of the ground floor level will provide a lively frontage to the square. This is to be operated as accessible from both within the Council offices and direct from the Square. These uses will make a positive contribution to the achievement of the uses required by Masterplan Principle 1 “An office led, mixed use city centre quarter, providing an attractive living and working environment” and the related parameters notably parameter 2 (requiring a predominance of B1 workspace uses) and parameters 3 & 5 (appropriate scale and location of retail use elements)

3.7 The floorspace now proposed for plot C09 is more than was suggested for the plot at outline stage by the masterplan 2 plot areas schedule. This will not however imply an overall increase at Friargate. Adjustments will be made to later phases to compensate within the overall site wide maxima set by Masterplan Principle 1 (floorspace ranges)

Station Square

3.8 The proposed square will exceed the minimum area defined by Masterplan Principle Diagram 1 (Public Realm Areas). It will provide a significant open space of the same size and in the same location as was illustrated by Masterplan 2 at outline stage.

Layout and Site Levels

3.9 Building C09 as now detailed is within one of the zones for development defined by Masterplan Principles Diagram 2. The above ground footprint (38m x 38m) is as illustrated for the plot by the approved Masterplan.

3.10 The new secondary streets proposed along the South and East of the building comply with the required masterplan principles for new Friargate street links and are within the limits of deviation for these shown on the same diagram. ‘Manor Road West’ now proposed will implement the first section of the East-West pedestrian linkage across the Friargate area.

3.11 The area between the station and the ‘green deck’ is generally level and the proposals will not significantly change ground levels. This is evident from the sections along and across the square now submitted which show how the phase 2 details and approved ‘green deck’ will provide an unhindered and generally level route between the station and city core.

Building C09-Layout

3.12 The building is arranged with its main entrance to the North-West corner and the cafe to the South-West corner both fronting a generous arcade along the frontage to the new Station Square. A terrace area along the North of the building will provide a secondary frontage to the ground floor reception and meetings areas.
3.13 A single basement level (accessed by a ramp from the new Manor Street West) will provide 27 car parking spaces (4 of these for people with disabilities), storage for 132 cycles (with associated showers and lockers) and mechanical and electrical plant areas. The basement will extend out under the square, street and terrace around the building (a similar approach is envisaged for future plots around the square). Grey water storage tanks will be placed below the basement.

3.14 The arrangement of the building with windows on all four elevations and U shaped floorplates around a core with high capacity lift and toilet provision will enable a typical office floor to accommodate intensive use (up to 1 person per 8 sq.m of floorspace) whilst maintaining high levels of natural daylighting for office areas.

3.15 The plant enclosure on the roof is placed to the rear of the building in close relationship to the lift cores and the related duct risers from the office floors.

Station Square - Layout

3.16 The landscaping layout as now submitted demonstrates a distinctive high quality design. The central areas of the new square and the areas immediately around building C09 are to be laid out in their permanent form whilst the edges of other plots for future building will have a 5m wide interim paving treatment to be replaced by permanent surfacing as each building frontage is completed. This 5m zone also relates to the extent of basement areas specifically proposed in the case of building C09 and also intended for future buildings fronting the new square. The Landscape Statement explains how Gross Max have developed a site wide Landscape Strategy based from Masterplan 2 as well as detailing their approach to the layout of Station Square as now proposed.

Scale and Massing

3.17 Building C09 will be 53.25m high (142.65m above ordnance datum). It will provide 12 floors of accommodation (plus basement and roof plant). This is well within the height parameters of the Masterplan Principles Diagram 3 (height limits) which defines the vicinity as one where buildings should be of a significant scale.

3.18 Masterplan 2 indicated a 9 storey building on the plot. The increase now proposed is appropriate as Building C09 will act as one of the gateway buildings into Station Square entering Friargate from the City Centre, and is also a building relating closely to views around the Ring Road (where City Council urban design policies encourage buildings of a significant scale and presence).

3.19 The increase in height will enhance the elevational proportions of the building and will be appropriate to the context. The submitted cross section through the building and Station Square shows the achievement of satisfactory height to width ratios across the new space.

Appearance

3.20 The elevations of building C09 have been carefully resolved to achieve elegant proportions, express a significant degree of modelling and to limit solar gain. An externally expressed and finely detailed brick frame will emphasise vertical proportions, and will extend above the highest office floor so as to provide a positive skyline and screen the plant enclosure.

3.21 The glazing system will be set back behind this, allowing the external structure to read clearly in views of the building along the Friargate spine route and appropriate levels of shading.
Computer generated image of Building C09 across new Junction 6 parkland.

Arriving across the ‘Green Deck’
Landscaping Details

3.22 A full explanation of the site wide landscape strategy, and the design now proposed for the Phase 2 works is set out in the Landscape Statement by Gross Max which accompanies this application. They are summarised below:

Paving

3.23 The central pedestrian route through Station Square will be paved in grey granite blocks. Other areas close to building facades will be in Dutch ‘klinker’ brick. Inlaid metal bands (based on historic patterns from the Herbert Weaving Collection) will add feature interest.

Trees

3.24 The works necessarily involve the removal of 64 (most of the existing) trees within the phase 2 red line area. These are located mainly within former gardens off Manor Road. No trees which are the subject of Tree Preservation Orders or of Category A quality will be removed.
3.25 259 new trees will be planted in the new Station Square and in the paved areas alongside the new building which link to this.
3.26 London Plane trees will be used for structural planting near the Ring Road. The identity of Station Square will be reinforced by the sculptural use of Pine Trees and also by White Cherry trees (seasonal flowering). Norway maples are used in locations where roots need to be contained and birch trees are used for areas of interim planting pending later phases. In combination a range of eco habitats will be offered.
3.27 Full details of the trees to be removed, to be retained and to be planted will be found in the Landscape Statement.

Fountain

3.28 A fountain will be a central feature of Station Square. This will be 9m in diameter with water flowing over stepped black granite rings from ground level to a central pool. An underground pump chamber nearby will be accessed via manhole covers. The sound and movement of water will act as a focus for informal sitting and meeting and will draw people along the new pedestrian route.

Lighting and Street Furniture

3.29 Station Square will be well lit with 12m high ‘Serie Ful’ lighting columns of a distinctive and sculptural character. There will be additional feature uplighting of trees. Sturdy cast iron seats with wooden slats will provide for people wishing to rest in the square.

Drainage

3.30 Paved areas will be laid out with gentle falls to drainage which is integrated into the design. Water storage tanks beneath the public realm will allow for the re-use of rainwater as part of a site wide sustainable drainage strategy. Another water storage tank below the basement of Building C09 will allow for grey water recycling within this building.

Wayfinding and Signage

3.31 The public realm is designed to be inherently legible. Additional information will be provided at a kiosk and by signage. Locations and details are specified within the Landscape Statement.

Ecology Enhancements

3.32 Station Square will be a major landscape feature at the heart of the Friargate scheme. The landscape proposals (as detailed by the Landscape Statement) have given consideration to ecology enhancement, balancing this with design and place-making considerations. An increased number of trees, with selective use of native species will ensure ecological enhancement.

Public Realm and Landscape Management

3.33 The new pedestrian spaces and access streets within the Friargate scheme will be managed to high standards by a site management company (comparable to Brindleyplace in Birmingham). Public access will be confirmed by appropriate agreements with the highway authority. Vehicles will be excluded from pedestrian spaces by bollards as indicated on the landscape plans. CCTV provision for external routes will link to Coventry’s existing city centre system.
3.34 The maintenance regime proposed for public realm areas is set out within the Landscape Strategy
Inclusive Access

3.35 The overall intention of the Friargate scheme is to achieve a safe, attractive and inclusive city quarter which is welcoming to all its users.

3.36 Ready access by public transport means Friargate will be accessible to all, not just car users.

3.37 The design of the public spaces and buildings at Friargate is taking particular account of ensuring that the needs of people with disabilities are considered. The approach adopted is to meet these needs so far as practicable within the overall design rather than add ‘bolt on’ features.

3.38 Full details of the consideration given to inclusive design and to the needs of people with disabilities are given in the landscape and building statements.

3.39 For the external areas they include appropriate levels, gradients and surfaces, tactile and visual markers, lighting levels, seats, signage and general legibility.

3.40 For the building they include level access, disabled parking bays, lifts to all occupied floors, and suitable toilet facilities.

Pedestrian and Cycle Provision

3.41 The network of routes that will be available after the Phase 2 works are described by the diagrams in the Transport Statement that supports this application.

3.42 The new Station Square will provide a significant part of the new wide and direct paved link from the station to the city centre. This link will be shared by pedestrians and cyclists. Vehicles will be precluded from accessing the pedestrian/cycle areas by fixed and removable bollards.

3.43 The new access streets around plot C09 are detailed to encourage pedestrian and cycle use with low access vehicle speeds.

3.44 Building C09 includes secure cycle parking with associated showers to encourage cycle use. External cycle stands are also provided.

Public Transport

3.45 This Phase 2 submission does not involve any significant change to public transport. Buses and taxis will continue to access across Station Square and the new access road replacing part of Manor Road will provide a closely comparable exit route from the station area to Junction 6. The performance and capacity of this route will be kept under review as part of the Friargate traffic monitoring and mitigation measures.

3.46 The reserved matters details for Phase 2 will not relocate any existing bus stops.

3.47 Future alterations to bus and taxi arrangements near the station, and related revisions to Warwick Road near the railway bridge are indicated by the approved Masterplan but are not included in this Phase 2 submission. They will be the subject of formal submissions in a later phase after the conclusion of inter-agency discussions involving bus, rail and taxi interests.

Vehicle Access

3.48 The new access streets being provided in the Friargate Area will be laid out to high standards by Friargate Coventry Limited as (in most cases) private roads. Where appropriate (and in Phase 2 this includes the new access road replacing part of Manor Road through to Junction 6) these roads will be the subject of formal access agreements with the highway authority confirming their availability for appropriate levels of public access. Areas where access is limited to pedestrians and cyclists will be defined by bollards.

3.49 Vehicle access to Building CO9 includes the ability for drop-off from existing and new access street in the vicinity. A ramp within the building allows access to a basement service and parking area. Parking is limited to 27 spaces for disabled (4), electric (11) and visitor (12) cars. Full details of the basement and servicing arrangements are outlined in the Building Statement.

3.50 As a further stage of the mitigation measures associated with the Friargate scheme a residents parking scheme would be brought forward for relevant streets prior to the opening of Building C09. Detailed proposals will be resolved in close consultation with local residents.
04 ENVIRONMENT AND SUSTAINABILITY

4.1 Outline Planning Approval for the Friargate Development was granted in 2011 following consideration of a substantial body of supporting information which included an Environmental Statement, a Transport Assessment and a Sustainability Assessment. Assessments of the likely effects of the scheme were based on the scheme principles and the illustrative Masterplan.

4.2 In the case of major developments like Friargate which take place over a long period of time it is relevant to check during the process of implementation and consideration of reserved matters details that any substantive changes in the scheme or its environmental context would not significantly alter previous conclusions.

4.3 In the case of Friargate the overall scheme proposals as set out by Masterplan 2 remain unaltered since 2011 so no significant changes arise in respect of the impacts arising from the proposed development of itself. Significant overall social, economic and environmental benefits will continue to arise.

4.4 The first office building and layout of Station Square closely follow Masterplan 2 and will begin to deliver some of the substantial positive benefits of the Friargate scheme as assessed at outline stage. These include the delivery of employment floorspace, the significant environmental benefits associated with new public realm, and improvements to townscape and landscape as the area is remodelled.

4.5 The most significant potentially adverse environmental effects noted as significant at outline stage related to the effects of traffic. These were assessed in detail through traffic modelling and appropriate mitigation measures were resolved, including the use of Section 106 and planning conditions to require updating and implementation of relevant mitigation measures.

4.6 In respect of the effects of traffic on neighbouring residential areas the most significant change in context is the positive improvement in conditions evident following the implementation of Friargate mitigation works.

4.7 Taking these contextual changes into account, and including some updated advice from the highway authority in respect of future traffic management plans for the vicinity, the updated traffic assessment concludes that the overall impact of the Friargate proposals in traffic terms remains comparable to that assessed both at outline stage and in assessing the effects of the Junction 6 Reserved Matters details. Mitigation measures detailed for implementation within the arrangements provided by the outline approval will continue to ensure that no unreasonable impacts will arise.

4.8 The outline stage environmental assessment included a preliminary assessment of wind microclimate. This did not indicate any significant impacts that could not be mitigated but did suggest that as the scheme progresses more detailed attention is given to wind microclimate. A wind assessment of the building C09 proposal has been carried out to accompany this application. It recommends some local and temporary measures to screen areas around C09 until the time that it becomes sheltered by future buildings on the adjacent plots.

4.9 No significant changes in any other aspects of the environmental context for the development have been noted by the applicants or planning authority such as to necessitate the submission of a new or revised Environmental Statement in support of this application for building C09 and the new Station Square.

4.10 The outline planning approval was also accompanied by a (non-statutory) Sustainability Assessment. This illustrated that the scheme will score highly in demonstrating the achievement of sustainable development. This assessment is being updated over time as details of building design and energy services for the scheme are resolved further.

4.11 An Energy Strategy Statement now submitted with the application for Building C09 and Station Square demonstrates that the energy savings to be achieved in this phase will exceed the site wide targets described in the outline stage Energy Assessment.

4.12 The Energy Strategy Statement details the benefits arising from the proposal that Building C09 should be connected to Coventry’s Cofely Heatline district heating scheme. It also includes a BREEAM pre-assessment summary for the new building indicating that its sustainability performance is expected to achieve ‘Excellent’ thus comfortably exceeding the ‘Very Good’ performance requirement set by the outline stage planning parameters.
5.1 At outline stage there was extensive public and stakeholder consultation on the emerging Friargate scheme. This was documented as part of the outline submission. It included a public exhibition and a project website providing information and enabling comments to be made direct to the developers. The proposed changes to junction 6 generated considerable public debate but the principles of a major mixed use development and the new public realm including a new Station Square were widely welcomed. The 2011 decision to grant outline consent now provides a context where the principles of the scheme are no longer at issue.

5.2 At outline stage there were concerns expressed by local residents regarding the effects of traffic on residential streets in the vicinity. These issues have been the subject of discussion at a number of meetings with a representative Friargate Residents Liaison Group influencing the resolution of a package of mitigation measures (some of which have already been implemented). Processes for further review and refinement of mitigation works have subsequently been established and are integral to the outline approval. Pre-application presentations of the intentions for the new Station Square and the proposed new building on plot C09 have been made to the Friargate Residents Liaison Group.

5.3 Since 2011 traffic orders relating to Friargate mitigation works and also a number of other changes initiated by the highway authority affecting streets in the city centre have been the subject of consultations by the highway authority. The City Council is the responsible commissioning agency for the public works at Junction 6 and in this role has undertaken a number of consultations on the emerging highway changes including the wide circulation of a special July 2013 issue of ‘Street News’. Meetings have been held with Centro, bus and station operators, taxi operators, transport groups, local amenity and residents groups, and with landowners.

5.4 Discussions have been taking place with Network Rail throughout the Friargate development process to ensure their operational needs are considered and the proposals are closely coordinated with their plans for future investment in and around Coventry station. The need to maintain good access to the station by all modes for interchange is fully recognized, and is allowed for by the reserved matters details now submitted.

5.5 The plans by Coventry City Council to consolidate their office activity in a new building at Friargate have been approved by full Council. The matter has been reported by the local press and media and is widely known throughout the city.

5.6 Following the approval of reserved matters in respect of the highway infrastructure works for Junction 6 (in September 2013) there has been some press and local resident/amenity group concern at the number of trees that will need to be removed in order to allow for the remodelling of the Friargate area. In practice the overall outcome of the masterplan will be an increased number of trees, planted in a structured manner as part of the new public realm. In light of these concerns the phase 2 proposals now submitted provide full details of the trees to be removed and to be planted.

5.7 The proposals have been the subject of detailed pre-application dialogue with the City Council’s planning and transportation officers.

5.8 The details submitted closely follow the illustrations for these elements of the scheme at outline stage. Neither the applicants nor the planning authority therefore consider it necessary to carry out a further pre-application exhibition/public consultation in respect of the specific proposals now submitted.

5.9 Comment on the details will be invited by the planning authority through their normal consultation processes in relation to major planning applications. In the case of Friargate this will include extensive direct notification to neighbours and consultation with local resident, expert and amenity groups.
06 CONCLUSIONS

6.1 Friargate will be Coventry’s new office quarter, symbolic of the City’s ability to attract new economic activity. As a masterplanned development it will provide a step change in the quality of place offered, so that Coventry’s city centre can compete successfully with less sustainable business park developments outside the city.

6.2 The overall development will involve £650m of investment in Coventry over the next 15 years, and accommodate up to 15000 new jobs.

6.3 The scheme is fully consistent with national and local planning policies

6.4 Building C09 and the new Station Square will be the second phase of the overall scheme submitted for reserved matters approval. The work would commence soon after the commencement of the infrastructure works to remodel Junction 6 which were approved in September 2013.

6.5 The proposals for Station Square will provide the majority part of this high quality public space by the station. The first office building on Plot C09 will set high standards of design and sustainability and will be a critically important step toward delivering the major overall economic and social benefits associated with the Friargate area regeneration.

6.6 The details of Station Square and building C09 now submitted are in close accordance with the approved masterplan. Access arrangements (including some adjustments to Manor Road) will work satisfactorily, as demonstrated by the Transport Statement and will not generate any unreasonable effects on local residents providing that planned monitoring and mitigation measures continue to be progressed.

6.7 Approval of the reserved matters details for this second phase of the Friargate scheme as now submitted is appropriate. This will enable significant progress to be made to deliver a major regeneration scheme of vital importance to the future of Coventry.