

Planning Committee Report	
Planning Ref:	OUT/2017/0260
Site:	Car Park 16, University of Warwick, Gibbet Hill Road/Kirby Corner Road
Ward:	Wainbody
Applicant:	University of Warwick
Proposal:	Outline application for the erection of a multi-storey car park with associated accesses (discharging access, all other matters reserved)
Case Officer:	Andrew Cornfoot

SUMMARY

The application proposes a new multi-storey car park for up to 1,300 vehicles on an existing University of Warwick Car Park comprising 561 spaces. Existing accesses on Kirby Corner Road and Gibbet Hill Road will be altered and retained for access to the car park. The car park is for University staff and will be controlled through number plate recognition.

The application is in outline with only access details being discharged. A reserved matters application will be required for full details of the scale, layout, appearance and landscaping of the site. Indicative details are however provided.

KEY FACTS

Reason for report to committee:	Representations from more than 5 properties and request from Local Ward Councillor (Cllr Blundell) that the application is heard at Committee
Current use of site:	Surface car park – 561 spaces
Proposed number of spaces:	1,300 spaces (therefore 739 increase in spaces).
Maximum height:	26 metres (conditioned)
Maximum footprint:	6,600 square metres (conditioned)

RECOMMENDATION

Planning committee are recommended to grant planning permission subject to conditions.

REASON FOR DECISION

- The proposal will not adversely impact upon highway safety or significantly impact upon the free flow of traffic in the area.
- The proposal will not adversely impact upon the amenity of neighbours.
- The proposal has the potential to be of high quality design that will improve or at least have minimal impact upon the character of the area.
- The proposal accords with Policies OS4, OS6, OS9, EM2, EM5, EM6, AM1, AM9, AM12, AM22, BE2, BE15, BE19, BE20, GE14, GE15 and SCL9 of the Coventry Development Plan 2001, together with the aims of the NPPF.

BACKGROUND

APPLICATION PROPOSAL

Outline planning permission is sought for the development of a multi-storey car park with all matters reserved except for access. A maximum of 1,300 car parking spaces would be delivered on the site of an existing surface level car park at Warwick University.

Whilst parameters relating to the footprint and scale of the multi-storey car park are provided, the full details of the design and appearance of the car park are reserved for later consideration. A reserved matters application will be required for full details of scale, appearance, layout and landscaping.

The car park would have a maximum height of 26m and a maximum footprint of 6,600 sqm. The Design and Access Statement includes massing studies showing views of the maximum extent of the car park in its context. Indicative options for the ground floor layout are also included within the Design and Access Statement to show the type of layout that could be achieved.

The applicant has highlighted that the new car park will be part of a strategic step involving consolidation of existing car parks and the creation of a smaller number of larger car parks around the periphery of the campus to avoid traffic being drawn across campus to find a parking space.

They have further highlighted that the car park will be carefully managed by the University, operating under the University's Travel Plan, and will not breach the maximum parking allowance for the campus set out in the planning permission and S106 legal agreement for the University's masterplan approved in 2009.

Access to the car park will be taken from the two existing vehicular accesses to the surface car park, from Kirby Corner Road and Gibbet Hill Road. Alterations are proposed to both accesses. Amendments to the Kirby Corner Road access include amendments to the internal road layout to suit the proposed multi-storey car park location and provide for left and right turn exits. The Gibbet Hill Road access will be widened to provide for left and right turning exit lanes and there will be a widening of the carriageway along the eastern kerb line in order to provide a ghost island right turn lane for vehicles accessing the development.

Internal roads will provide access to the University House service area from Gibbet Hill Road and the roads will also enable the campus shuttle bus to enter and leave the site in either direction.

Access to the car park will be controlled using Automatic Number Plate Recognition (ANPR) rather than barrier controls, in harmony with the campus-wide strategy. The car park will be for staff permit holders only and ANPR cameras will monitor the car park entrances and exits and enforcement action will be taken against drivers who park without authorisation.

Some surface car parking (52 spaces) will be retained to the southern end of the site whilst a reconfigured parking area of 150 spaces will be retained to the north-eastern part of the site during construction works before being removed.

Existing cycle parking areas would be re-located near to University House and an indicative location is shown on University land just beyond the north-eastern boundary of the site.

SITE DESCRIPTION

The 2.036 hectares site is located within the University of Warwick campus to the southern edge of Coventry and comprises a large surface car park (University Car Park 16) with 561 parking spaces. The site is located to the eastern side of Kirby Corner Road and to the eastern side of Gibbet Hill Road and is situated near to the mini-roundabout linking these roads with Westwood Heath Road and Westwood Way. The site has a relatively flat topography.

To the north east of the site is the three storey brick built University House and to the east is a soft landscaped area with the University's estate office and boiler house beyond. Further to the east of the site is the new National Automotive Innovation Centre, currently under construction. Adjoining the site to the south/west is the Varsity Public House. The site is also near to Coventry Athletics track (home to Coventry Godiva Harriers) and its associated car park, which are on the opposite side of Kirby Corner Road.

There are currently two vehicle accesses to the site, one on Kirby Corner Road near to University House and another on Gibbet Hill Road to the east of The New Varsity. There are a significant number of mature trees around the perimeter of the site and younger trees within the existing car park. Within the car park near to University House is an existing cycle storage area.

PLANNING HISTORY

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

Application Number	Description of Development	Decision and Date
54044	Development for university purposes including construction of buildings for academic teaching, research, social and administrative uses, sports and cultural facilities, residential accommodation for staff, students and visitors, other ancillary facilities including for the purposes of energy generation, access improvements for pedestrians, cyclists and vehicular traffic including public transport services, car parking, site infrastructure including drainage and main services, hard and soft landscaping including structural planting (Outline - Masterplan submitted)	Approved, 09/10/2009 (Outline application)
L/1993/1004	Three storey office building, energy centre, car parks and landscaping (Amending document - alterations to landscape and car park areas to Gibbet Hill Road)	Approved, 29/03/1994
L/1992/0083	Three storey office building, energy	Approved, 27/02/1992

	centre, car parks and landscaping (Amending document - minor changes to elevations, surfacing and facing materials)	
L/1990/0818	Three storey office building, energy centre, car parks and landscaping	Approved, 14/06/1990 (Full application)
L/1990/0445	Three storey office building with car parking for 550 cars	Approved, 31/05/1990 (Outline application)

POLICY

National Policy Guidance

National Planning Policy Framework (NPPF). The NPPF published in March 2012 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 promotes sustainable development and good design is recognised as a key aspect of this.

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

Local Policy Guidance

The current local policy is provided within the Coventry Development Plan 2001 (CDP) relevant policy relating to this application is:

- OS4 – Creating a more sustainable city
- OS6 – Change of land use
- OS9 – Access by disabled people
- EM2 – Air quality
- EM4 – Flood risk and development
- EM5 – Pollution protection strategy
- EM6 – Contaminated land
- AM1 – An integrated, accessible and sustainable transport strategy
- AM9 – Pedestrians in new developments
- AM12 – Cycling in new developments
- AM22 – Road safety in new developments
- BE2 – The principles of urban design
- BE15 – Archaeological sites
- BE19 – Lighting
- BE20 – Landscape design and development
- GE14 – Protection of landscape features
- GE15 – Designing new development to accommodate wildlife
- SCL6 – Education facilities
- SCL9 – University of Warwick

Emerging Policy Guidance

The Draft Local Plan 2016 to 2031 has been submitted to the Inspectorate, examination hearings and consultation on modifications has concluded and the Inspectors report is currently awaited. Whilst the policies do not hold significant weight at this time, they will gain weight as the local plan continues through the process. Policies within the draft local plan that are relevant include:

- HWB1 – Health Impact Assessments (HIA)

DS1 – Overall development needs
DS3 – Sustainable development policy
EM1 – Planning for climate change adaptation
EM4 – Flood risk management
EM5 – Sustainable drainage systems (SuDS)
EM6 – Air quality
AC1 – Accessible transport network
AC4 – Walking and cycling
DE1 – Ensuring high quality design
HE2 – Conservation and heritage assets
GE3 – Biodiversity, geological, landscape and archaeological conservation
CO1 – New or improved social, community and leisure premises

Supplementary Planning Guidance/ Documents (SPG/ SPD):
SPD Delivering a more sustainable city (2009)

CONSULTATION

No Objections received from:

- Environment Agency
- Natural England
- Urban Design (CCC) – No objections in principle. How the car park sits in context will depend on the roof form of the building, architectural detailing and choice of materials to be considered at reserved matters stage.
- Conservation (CCC) – The site has in the past been subject to a negative geophysical survey and has already been subject to two phases of development to create sports pitches and then the current car park. Therefore any remains associated with the Iron Age settlement to the north that might have been present are likely to have been removed.

No objections subject to conditions have been received from:

- Warwickshire County Council Highways – Recommend a condition requiring a parking management strategy is submitted and approved prior to the first occupation of the car park.
- Severn Trent Water – Recommend a condition requiring the submission of drainage plans for the disposal of surface water and foul sewage. An informative is also proposed relating to public sewers.
- Warwickshire County Council Ecology – Propose conditions relating to the following: Great Crested Newt survey; tree protection; nesting bird timings/supervision option; combined ecological and landscaping scheme; bats and lighting; construction and ecological management plan; mitigation in accordance with survey recommendations. Informatives are also proposed relating to invasive weeds, care when clearing ground prior to development and protection of reptiles and amphibians.
- Highways (CCC) – No objections following the receipt of an addendum to the Transport Assessment subject to conditions relating to: the proposed access improvements; the overall number of parking spaces; an update of the travel plan and car parking management strategy; electric vehicle charging points; cycle parking; and a construction method statement.
- Tree Preservation (CCC) – No objections to proposed layout. However, recommend a Dimensioned Tree Protection Plan in order to safeguard the higher amenity trees

located to the site boundaries, in accordance with BS 5837: 2012 'Trees in relation to design, demolition and construction – recommendations'.

- Sustainability (CCC) – There is a clear commitment to meet the Council's 10% renewable energy requirement. Request the detailed design and supporting figures at the full planning stage.
- Environmental Protection (CCC) – Recommend mitigation measures contained in the air quality report are formalised into a construction environmental management plan. A condition is also recommended requiring an intrusive site investigation as recommended by the contaminated land risk assessment.
- Flood Risk/Drainage (CCC) – No objections in principle, detailed conditions proposed relating to flood risk and drainage including a scheme for the provision of surface water drainage, incorporating sustainable drainage systems.

At the time of writing the report comments have not been received from:

- West Midlands Fire Service
- Warwick District Council.

Immediate neighbours and local councillors have been notified; 3 site notices were displayed near to the site on 16/02/2017. A press notice was published in the Coventry Telegraph on 23/02/2017. Following receipt of a Transport Assessment Addendum, further consultation was undertaken on 26/04/2017 with those people that had already commented on the application.

12 letters of objection have been received from 10 different people (comments include representations from Cllr John Blundell as a Local Ward Councillor and from the Cannon Park Community Association (CPCA), raising the following material planning considerations:

- a) Concerns over highway safety, congestion and queuing traffic – exacerbating existing problems. The area is already over-developed. No consideration of the aggregate effect of developments
- b) Unsuitable location for the car park
 - it takes no account of the fact that 45% of vehicle trips are from the Kenilworth Road and Stoneleigh Road via Gibbet Hill Road. Consideration should first be given to providing parking for this traffic on the Kenilworth Road side of the campus.
 - the demolition of the existing car park near to the Arts Centre and new car park in this location takes no account of the requirements of many visitors to the Arts Centre who may be infirm, elderly or parents with young children
- c) Design. Failure to conform to the scale parameters of the Masterplan (7 storeys in a 5 storey area). Trees will not mask the height of the development and deciduous trees will drop their leaves in autumn. Out-of-keeping in area
- d) Loss of trees – replacement planting should be provided on campus
- e) Ground water quality issues
- f) Concerns over air quality and that there are no figures are given for air quality in the locality and the figures are out of date in the Air Quality Assessment.
- g) Light pollution.

With regards to point a) above a more detailed summary of comments received:

- Access junction on Gibbet Hill Road is currently poorly sited, recommend alternative access arrangements and widening of Gibbet Hill Road near to the access
- There are no efforts to improve the safety, congestion and queuing problems already experienced before the additional traffic.

- Need to consider the highway impacts of the development in the context of other new developments in the area and HS2.
- Some figures mentioned in the Transport Assessment are out of date.
- Question joining traffic flows using the two exits described on Kirby Corner Road and Gibbet Hill Road rather than separating them as at present by some travelling along other internal University roads.
- Pedestrian safety concerns
- Concerned the road infrastructure in the locality does not have the capacity to cope with the increase in volume.
- Both the accesses show right turns accessing and leaving the car park. The ability to cross opposing flows of traffic has the potential to cause delays and to lead to accidents.
- Poor visibility at the Gibbet Hill Road access
- Increased traffic flows on roads leading to Kirby Corner roundabout
- Should be a new footpath on the southern side of Gibbet Hill Road between two existing bus stops.
- The development does not take into account the University and JLR's use of the Tesco car park for 400-500 spaces.
- The development should be located in close proximity to the proposed new link road from the A46.
- The demand is questioned
- The University should discourage car usage
- Traffic from the nearby area hasn't been factored into the analysis
- Questioning of the accident analysis.

No letters of support have been received although some comments have highlighted that they are not against the principle of the development.

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

- Concerns about the advertising and the late stage in the process of the University's consultation events prior to submission.

Any further comments received will be reported within late representations.

A *Statement of Community Engagement* submitted as part of the application confirms that the applicant has presented and discussed their proposals with key stakeholders and the local community prior to submission. This includes discussions with officers at Coventry City Council, a briefing session with Ward Members, an exhibition and drop-in session for the local community and a drop-in session with University staff. The report indicates that the majority of comments relates to the impacts of the car park on the local road network with concerns about increased traffic to and from the University. It provides a response to concerns raised through the consultation events.

APPRAISAL

The main issues in determining this application are principle of development, highway considerations, design, impact upon neighbouring amenity, impact on ecology/trees, flood risk/drainage, sustainability, air quality, contaminated land and archaeology.

Principle of development

Policy SCL9 of the CDP highlights that proposals directly associated with the growth of the University of Warwick will be considered in relation to the University Development Plan as well as other relevant policies whilst Policy SCL6 supports new, expanded and improved education facilities in suitable locations where the environmental impact of the proposal is acceptable in the nearby area.

The proposed development forms part of the University's strategy to move car parking towards the edge of the campus to reduce the amount of traffic having to cross the University site, with associated benefits to the local road network, and to make better use of land by introducing more decked parking.

This development is part of a phased replacement of older car parks, including the demolition of car park 7 near the Arts Centre planned for 2018. The existing 561 parking spaces will be replaced by the proposed development, with a net increase in 739 spaces. Along with other existing parking provision due to be lost, there is a need for replacement parking up to the Masterplan limit of 5,422 spaces (as set out in the 2009 Masterplan planning permission and associated S106 Agreement). The car park proposed will not result in that level being exceeded.

The application site is located within Zone 2 (Central Campus East) of the University's approved Masterplan where 74,000 sqm of development is permitted up to a maximum of 5 storeys in height. The outline Masterplan only allows for surface car parking development and therefore this application is a stand-alone outline application rather than a reserved matters submission linked to the Masterplan application.

A Travel Plan, agreed at the time of the Masterplan, seeks to limit the impact of a 40% increase in development such that there is no more than a 12% increase in parking and a 9% increase in traffic. This relies on parking management, car sharing and encouragement of public transport use which is monitored campus-wide.

It is considered that the proposed development broadly accords with the Masterplan principles with the overall level of parking or traffic not exceeding that permitted under the Masterplan and the scale of the development not being significantly greater than that allowed in the Masterplan. Furthermore, the existing use of the land is for car parking and the proposal seeks to make more efficient use of that land.

Subject to the detailed considerations below, it is considered that the proposal for a multi-storey car park on the site is acceptable in principle. The development is in accordance with the policies within the current Development Plan and emerging Local Plan and therefore the application is considered acceptable. The remainder of the report will demonstrate that there are no significant adverse impacts that would be associated with the development that would outweigh its benefits.

Highway considerations

Policy AM1 of the CDP encourages the planning of developments in accessible locations and Policy AM22 is concerned with highway safety. Policy AM9 seeks to ensure that pedestrians are considered in the design of new developments whilst Policy AM12 requires cycle parking to be provided in new developments. Section 4 of the NPPF is concerned with highway matters and states that development should only be prevented or

refused on transport grounds where the residual cumulative impacts of development are severe.

A *Transport Assessment* has been submitted to support the application. Following comments from the Local Highway Authority and also Warwickshire County Council Highways requesting further clarity regarding the transport aspects of the proposals, a *Transport Assessment Addendum* has been provided.

The location of the site is considered appropriate for car parking for University staff as it is a location for a large existing staff car park and it is served by an established network of pedestrian routes to the wider campus, including Westwood Campus and Warwick Business School.

The Transport Assessment confirms that the multi-storey car park is required owing to car parking to be lost in the existing multi-storey car park 7 which is at the end of its structural life, together with other surface level car parks thus freeing sites for development.

The proposal will see an increase in number of parking spaces on this site of 739. Within the development the applicant has proposed to include 12 disabled parking spaces and 12 electric vehicle charging points within the new car park.

Despite the additional number of parking spaces on the site the overall level of car parking at the University will remain within the Masterplan and Section 106 Agreement upper limit of 5422 spaces. Therefore, no additional trips to the University campus will be generated by this development.

The s106 Agreement also allows for an increase of up to 12% in traffic arriving and departing the University in the AM and PM peaks. However, the Transport Assessment highlights that traffic levels have been reduced over the Masterplan period during critical peak periods with a reduction between 2007-2016 in two-way car trips to and from the University in both the morning (-2.3%) and evening (-18.0%) peaks.

The development will utilise existing accesses on Kirby Corner Road and Gibbet Hill Road, albeit in a modified form. The Kirby Corner Road access will be widened to provide both a left turn and right turn exit lane from the car park. The Gibbet Hill Road access will also be widened to provide both a left turn and right turn exit land from the car park whilst the carriageway will also be widened to accommodate a ghost island right turn facility.

Analysis within the Transport Assessment demonstrates that the proposed access junctions can accommodate a maximum of 1,300 spaces with minor queuing and delay and no significant adverse effects to the local road network.

Both the Gibbet Hill Road and Kirby Corner Road accesses are shown to operate within capacity, with sensitivity tests demonstrating that a degree of change in routes to/from the car park can be accommodated. Furthermore, the introduction of flexible working hours to certain members of the University staff together with other changes will potentially reduce the numbers of trips occurring within the peak periods and have the effect of reducing existing congestion.

Queue surveys have been performed at the roundabout closest to the site and this indicates that the roundabout currently operates within capacity with minor levels of queuing. The Transport Statement Addendum suggests that as no additional trips are

being generated the volumes of traffic passing through the roundabout will not change as a result of the development, and will in some cases reduce due to the increased volume of traffic entering the car park from Kirby Corner Road westbound in particular. The use of ANPR number plate recognition rather than barrier controls will also help minimise any queuing from vehicles entering the car park.

The University is proposing a separate planning application (not submitted at the time of writing this report) for an exit from the Science Park CAF/CASS site onto Kirby Corner Road. Sensitivity tests have been performed by the applicant to determine the potential impact of this proposed exit and highlighted that there will be no major change in the operation of either access to the multi-storey car park site or the Kirby Corner Road/Gibbet Hill Road roundabout junction. Under the tests, no issues were shown in terms of queuing at either of the junctions.

Pedestrian surveys commissioned as part of the Transport Addendum highlighted a requirement for an improved pedestrian crossing facility at the Gibbet Hill Road access. The plans have therefore been amended to provide a suitable crossing facility in the form of a 2.0m wide pedestrian splitter island with tactile paving and dropped kerbs. The surveys did not show any similar need on Kirby Corner Road and as such no splitter island is proposed in that location although tactile paving and dropped kerbs will be provided.

The Transport Addendum provides information on accident records. An analysis of the data did not indicate the presence of accident clusters in the vicinity of the development, with no accidents recorded at the two site access junctions on either Kirby Corner Road or Gibbet Hill Road. The analysis concludes that there are no current issues with accidents in the site vicinity.

Overall, the report concludes that the University is operating within the targets and caps set by the 2009 Masterplan permission and that this will continue to be the case with this development.

The Local Highway Authority have reviewed public representations received and are satisfied that the Transport Assessment and associated documentation has fully addressed all of the concerns raised with regard to transport and traffic issues. Furthermore, the development is in harmony with the s106 Agreement forming part of the Masterplan application such that it does not trigger any requirement for any further contributions or highway works outside of what is proposed through this application.

Following careful consideration of the Transport Assessment and associated Addendum and plans relating to the development, the Local Highway Authority and Warwickshire County Council Highway Authority raise no objections to the application. The Local Highway Authority (CCC) recommend a number of conditions requiring: the access improvements to be fully implemented prior to operation of the car park; that the development shall not provide any more than 1,300 parking spaces; an update to the Travel Plan and Car Parking Management Strategy; details of electric vehicle charging facilities; cycle parking details; and a construction method statement. Warwickshire Highway Authority also request the submission of an updated Car Parking Management Strategy. Subject to these conditions, it is considered that the overall impacts of the development on the surrounding highway network will not be severe.

Design

Policy BE2 of the CDP requires development to be of good design whilst Policy BE20 also seeks a high standard of landscape design and boundary treatment as part of the design of development. The NPPF further emphasises the importance of good design with paragraph 56 highlighting that good design is a key aspect of sustainable development and is indivisible from good planning.

The proposed multi-storey car park will have a maximum height of 26m and a total footprint of 6,600 sqm. The *Design and Access Statement* accompanying the application sets out the design rationale behind the siting of the car park and provides massing studies to indicate how visible the car park may be from various locations near to the site. It also provides façade precedent images to give an indication of the types of material and structure of the facades that are anticipated to be taken forward at detailed design stage.

A multi-storey car park on the University Campus is not considered to be an unusual feature and this car park will just add to the existing multi-storey car parks on campus. Although the proposed multi-storey car park would have a large footprint taking up a considerable area of the site (the maximum footprint of the car park is set out on a parameters plan), it would be located centrally on the site to ensure retention of existing mature trees to the site boundaries which will provide some screening to the car park.

The applicant has demonstrated in an Addendum to their Design and Access Statement that 7 storeys to a multi-storey car park is broadly equivalent to 5 storeys for a typical academic building as the height of each multi-storey car park storey is less than a typical academic building. The Environmental Assessment for the Masterplan refers to a maximum storey height for academic buildings of 4.7 and allowed for an additional 3m for plant, parapets etc. A 5 storey building on this basis would reach a height of 26.5m and therefore the development at a maximum of 26m would be within the parameters of the Masterplan.

Whilst the height of the proposed building is greater neighbouring buildings including the NAIC, University House and the New Varsity (and possibly up to 5.5m higher than the recently completed Lynchgate multi-storey car park within the Campus) it is considered that subject to a high quality design and appropriate materials, together with retention of existing mature trees and additional landscaping, that a seven storey high multi-storey car park (equivalent in height to a 5 storey academic building) in this location will be acceptable in terms of its visual impact upon the surrounding area.

Officers consider that Warwick University developments over recent years have generally been of high quality design and it is expected that this development will follow this trend.

The multi-storey car park will be visible in the views of the site from Westwood Way, Kirby Corner Road, Westwood Heath Road and Gibbet Hill Road. Its visibility will vary depending on the level of tree cover and this in turn will vary depending on the time of year. How the car park sits in these views will depend on the roof form of the building, architectural detailing and choice of materials.

The Council's Urban Design officer has commented on the indicative façade treatments and their associated precedent treatments in the Design and Access Statement and has suggested that the first and third of these will help give the structure a more lightweight appearance with the vertical fins almost 'disappearing' into the sky. The proposed use of

timber fins on the third indicative treatment option would sit well behind the tree belt and depending on the type of timber chosen could weather and soften over time to give the car park a softer appearance. The suggested planting to the lower levels would further soften the building when viewed from immediately around it. On balance, whilst the detailed design is reserved for consideration at a later stage the third option is considered most preferable. Overall, officers are satisfied from the information in the Design and Access Statement that an acceptable design can be achieved to ensure that the car park has an acceptable appearance.

A number of design principles are set out in the Design and Access Statement and as officer's support those principles a condition is proposed requiring the development to accord with the following principles:

- A vertical emphasis to soften the horizontality of the multi-storey car park
- Cores being expressed to break-up the mass of the multi-storey car park
- Reduced cladding and/or planting along the base of the multi-storey car park at pedestrian level for permeability
- Cladding taken to the top of the cores to provide screening of cars and lighting
- Softening the appearance and massing of the multi-storey car park by using materials that are sympathetic to the context.

Full landscaping details will be required at reserved matters stage to ensure that the site is visually attractive and the development is suitably screened, where necessary.

The layout allows for some land to be retained for future development between the multi-storey car park and University House after its temporary use for parking during construction has ceased and it is considered that this is a sensible and efficient use of the land.

An existing cycle storage area near to University House will be relocated on site or on land immediately off-site and a condition is proposed requiring full details of cycle parking to be submitted at reserved matters stage.

The proposals ensure compliance with Policy OS9 of the CDP which is concerned with disabled access. Lifts will be provided within the multi-storey car park and designated disabled parking spaces will be present within the car park.

Impact on neighbouring amenity

Paragraph 17 of the NPPF seeks to protect the amenities of all existing and future occupants of land and buildings.

It is considered that the proposed use of the site for car parking is acceptable and this continues the existing use of the site. Immediate land and buildings relate to the University, transport infrastructure and a public house and therefore the development is not likely to impact upon neighbouring residents.

Given the separation of the site from any residential properties and its proposed use, it is envisaged that noise generation from the development will be minimal and the development will not have any significant impact upon the amenities of residents in the local area. No objections have been received from the Council's Environmental Protection team.

Impact on ecology / trees

Policy GE14 of the CDP seeks to retain important landscape features of value including mature woodland, trees and hedgerows. Policy GE15 seeks to retain important natural features and wildlife habitats as part of development and seeks to offset the removal of wildlife habitats and incorporate new habitat features attractive to wildlife. Section 11 of the NPPF also emphasises the importance of conserving and enhancing the natural environment.

Two *Pre-Development Arboricultural Surveys* have been submitted which combined cover the entire site. The surveys assess the condition of around 166 trees, 9 tree groups and a hedgerow. The site contains a number of young, early-mature and mature trees which are predominantly in a good condition. None of the trees surveyed are protected by a Tree Preservation Order and the site is not situated within a Conservation Area.

To facilitate the development, approximately 98 trees are required to be removed, primarily from the centre of the site, the majority of which are young Category B and C trees. The proposed development does not result in the removal of any Category A trees. A schedule is provided within the Design and Access Statement identifying those trees to be removed and those which will be retained as a result of the proposed development.

Whilst the loss of trees is unfortunate, the proposal seeks to retain all Category A trees, which relate to trees of the greatest value and there will be scope for some additional landscaping at the detailed design stage to mitigate against the loss of trees.

The Council's Tree Preservation Officer has raised no objections to the footprint of the new development. A condition is recommended requiring a dimensioned tree protection plan in order to safeguard the higher amenity trees located to the site boundaries, in accordance with BS 5837:2012 'Trees in relation to design, demolition and construction – recommendations'. The proposal seeks to retain all

The application site has no specific nature conservation designation and the County Council hold no records of protected species within the application site. A *Preliminary Ecological Appraisal* highlights that the site comprises a car park surrounded by hedgerow and scattered trees. Small areas of shrub and scattered trees are identified as being present in the centre of the car park and a small area of amenity grassland was present in the north of the site. The key ecological features in relation to the works proposed are the presence of notable habitats included scattered trees and hedgerow that provide a suitable habitat for nesting birds, great crested newts and foraging bats.

Various recommendations are made in the appraisal including: biodiversity enhancement measures to be incorporated into the landscaping scheme; tree protection measures; protection for mammals including badger and hedgehog; minimising lighting to protect bat foraging/commuting; vegetation clearance outside the nesting bird season; a great crested newt Habitat Suitability Index Assessment; and measures to prevent Cotoneaster to spread in the wild.

A *Great Crested Newt Habitat Suitability Index (HSI) Assessment* has been submitted following the recommendation in the Preliminary Ecological Appraisal. The assessment identifies the site as being dominated by sub-optimal habitat for great crested newts; however the areas of introduced shrub and hedgerow offer some suitability. Nearby ponds were assessed for suitability to support great crested newts with 3 ponds (P3, P4 and P6 in the assessment) having 'good' or 'average' suitability and have potential connectivity to the site via semi-natural habitat. If great crested newts are present within these ponds, the

development has the potential to have a direct impact (killing/injuring) on the species and therefore a recommendation is made requiring further surveys relating to these ponds.

An Assessment of Bat Roost Potential Trees has been submitted following comments from WCC Ecology which considers two trees – tree 80 (an Oak tree) and tree 15 (a mature black Pine tree). The assessment concludes that the construction and operation of the multi-storey car park should not have a detrimental impact upon any of the potential bat roost sites. WCC Ecology have considered the assessment and whilst no further bat surveys are required, it is recommended that appropriate measures such as directing away any temporary lighting during construction works are implemented to minimise disturbance to the Oak tree and this measure should be included within a construction and ecological management plan.

WCC Ecology raises no objections to the application subject to conditions. The conditions relate to: a great crested newt survey; tree protection; protection of nesting birds; a combined ecological and landscaping scheme; bats and lighting; a construction and ecological management plan; and mitigation in accordance with survey recommendations. Informatives relating to invasive weeds, ground clearance and reptiles and amphibians are also proposed.

Subject to appropriate conditions relating to tree protection, landscaping and ecology, it is considered that the development accords with Policies GE14 and GE15 of the CDP.

Flood Risk / Drainage

Policy EM4 of the CDP states that development should be designed and located to minimise the risk of flooding and to maximise the absorption of surface water run-off by the ground. Mitigating flood risk is a core planning principle of the NPPF and paragraph 100 states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, it should be made safe without increasing flood risk elsewhere.

A *Flood Risk Assessment* forms part of the application and identifies the site as being within Flood Zone 1 of Westwood Brook, indicating a low risk of fluvial flooding and the development satisfies the flood risk sequential test in the NPPF. A surface water management system is proposed and the report finds that groundwater generally is not a flood risk concern though excavations should mitigate against encounters from 2-3m and the artesian aquifer approximately 10m below the existing ground level. Surface water drainage design details are provided comprising an attenuation tank and discharge to Westwood Brook at the required discharge rate.

The Council's Flood Risk and Drainage team have raised no objections subject to a multi-point condition relating to flood risk and drainage. They have highlighted that the proposals are in the 'less vulnerable' category of development although are at high risk of localised surface water flooding. The existing flood risk appears to be generated and largely retained on-site and that it is anticipated that the reconfiguration of the site with a robust drainage proposal will mitigate flood risk. The proposals seek to discharge surface water from the application site at Qbar -20% for events up to the 1 in 100 year +40% climate change rainfall events, in-line with the Council's Strategic Flood Risk Assessment (SFRA). Subject to the condition recommended, officers are content that the development accords with the aims of Policy EM4 and the NPPF.

Severn Trent Water has raised no objection subject to a condition requiring satisfactory drainage plans for the disposal of surface water and foul sewage.

Sustainability

Policy OS4 of the CDP seeks to promote the good stewardship of the natural and built environment whilst the SPD 'Delivering a more sustainable city' also encourages sustainable development. The NPPF states that the purpose of planning is to help achieve sustainable development and one of the core planning principles is to support the transition to a low-carbon future. As areas relating to the accessibility of the site, flood risk and biodiversity have been covered elsewhere in this report, this section will specifically look at the energy efficiency of the development.

A *Sustainability Statement* has been prepared and highlights that the sustainability strategy for the development. The report highlights that the predominant energy requirement for the proposed use is for lighting and therefore seeks to reduce energy use and therefore carbon emissions through a range of active and passive design measures including maximising natural daylight and use of efficient LED lighting as well as installing 5.5 kWp of Solar photovoltaic panels to meet 10% of the sites energy requirements.

The submitted report also indicates that electric vehicle charging points may be included and highlights that the development will include other positive environmental sustainability design measures including surface water management and ecological enhancements.

The Council's Sustainability team has confirmed that the report demonstrates a clear commitment to meet the Council's 10% renewable energy requirement as set out in the SPD and therefore raise no objections subject to a condition requiring the detailed design and supporting figures being provided at the reserved matters stage. As highlighted elsewhere in this report, a condition is also proposed relating to the inclusion of electric vehicle charging points within the development.

Air Quality

Policy EM5 of the CDP states that proposals which could result in the pollution of water, air or ground or pollution through noise, dust, vibration, smell, light, heat or radiation will only be permitted if:

- the health, safety and amenity of the users of the land and neighbouring land; and
- the quality and enjoyment of the environment are assured.

The policy further states that proposals for uses which are sensitive to pollution will not be permitted close to existing or proposed potentially polluting uses or in their areas of influence. Paragraph 129 of the NPPF also seeks to prevent new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability.

Policy EM2 states that where damage to air quality cannot be satisfactorily mitigated, development will not be permitted. Paragraph 124 of the NPPF also seeks to ensure that development within Air Quality Management Areas (which includes the whole of Coventry) is not harmful to air quality.

An *Air Quality Assessment* has been submitted as part of the application providing an assessment of likely air quality effects arising as a result of the construction and operation of the proposed multi-storey car park.

The assessment of construction effects demonstrates that the proposed development has a high risk of giving rise to nuisance due to dust during construction. Mitigation measures have been proposed and should ensure the residual effects from construction are not significant. The report proposes that the mitigation measures to be applied are set out in a Construction Environmental Management Plan for the site.

As there will be no net increase in parking at the campus, it is anticipated that there will be no increased trip generation across the campus and therefore no significant change in traffic on the surrounding road network. The operational effects of the scheme are therefore considered to be negligible in terms of air quality and no mitigation measures are required. Consideration has been given to the adequate provision of electric vehicle car charging points and the continued promotion of sustainable travel as set out in the Transport Assessment.

The Council's Environmental Protection team has raised no objections to the application and recommend that the mitigation measures contained in the air quality report are formalised into a construction environmental management plan to be secured by a condition.

Contaminated Land

CDP Policy EM6 states that development on or adjacent to contaminated land will be permitted only if any measures for remediation and protection required to ensure the health and safety of the development proposed and its users are identified and implemented. Paragraphs 120-122 of the NPPF also seek to ensure that sites are suitable for their proposed use and that after remediation land is not classed as contaminated land.

A *Ground Conditions Preliminary Risk Assessment* highlights that historical mapping shows that the site has for the most part remained as a green field site and based on the available desk study information there is very little evidence to suggest the presence of significant soil or groundwater contamination beneath the site. Sulphate attack on foundations is identified as a potential low risk and the report indicates that this can be mitigated by selecting an appropriate concrete design. The report recommends that an intrusive ground investigation is completed to gather data to both determine options for foundation design and to confirm the findings of the initial risk assessment. The Council's Environmental Protection team has confirmed that they are satisfied that this can be dealt with via a standard contaminated land condition.

The Environment Agency has also raised no objections to the application and indicates that it is unlikely that a significant extensive source of soil contamination exists on the site. The Agency also agrees with the recommendations of the report and confirms that a limited site investigation should be undertaken to confirm the absence of significant contamination in soils on the site.

Archaeology

Section 12 of the NPPF seeks to ensure that heritage assets with archaeological potential are suitably analysed and protected where suitable. Policy BE15 of the CDP is also concerned with ensuring that archaeological remains are recorded and protected where appropriate.

The applicant has submitted a *Historic Environment Desk Based Assessment* which highlights that the site is located within an area of multi-period archaeological activity with

an Iron Age settlement and banjo enclosure, directly to the north, being the main focus of the area. The report concludes that the previous construction of the current flat surface car park and previous sports field, including the construction and later demolition of associated buildings, are likely to have destroyed any below ground archaeological buildings thus resulting in negligible archaeological potential of the site. The Council's Conservation & Archaeology Officer agrees with the findings of the report and no further archaeological investigation is considered necessary.

CONCLUSION

The application site is considered to be suitable for a proposed multi-storey car park with ancillary surface car parking comprising a maximum of 1,300 spaces on the site. Transport Assessments have demonstrated that the proposal will comply with the existing University Masterplan in terms of overall car parking numbers and that there will be no increase in traffic to the University campus. It is considered that the footprint and scale parameters of the building are acceptable along with the design principles set out in the Design and Access Statement. Whilst the development will be visible from surrounding land, it will be partially screened by existing and proposed landscaping and subject to the building being well designed using appropriate materials it is considered that the development can sit harmoniously in its context. The development is considered to be acceptable with regards to its impact on neighbouring amenity, impact on ecology/trees, flood risk/drainage, sustainability, air quality, contaminated land and archaeology.

CONDITIONS/REASON

1. Details of the appearance of the building(s), landscaping of the site, layout of the site and its relationship with adjoining development, and the scale of building(s) (hereinafter called 'the reserved matters') shall be submitted to and approved in writing by the Local Planning Authority before any development begins and the development shall be carried out in full accordance with these reserved matters as approved.

Reason: *To comply with Article 3(1) of the Town and Country Planning (General Development Procedure) Order 1995.*

2. Application for approval of the reserved matters shall be made to the Local Planning Authority not later than three years of the date of this permission.

Reason: *To comply with Section 92 of the Town and Country Planning Act 1990 (as amended).*

3. The development to which this permission relates shall begin within three years of the date of permission or within two years of the final approval of the reserved matters, whichever is the later.

Reason: *To comply with Section 92 of the Town and Country Planning Act 1990 (as amended).*

4. The reserved matters to be submitted in accordance with Condition 1 shall include details of all earthworks, mounding and the finished floor levels of all buildings, together with details of existing and proposed site levels on the application site and the relationship with adjacent land and buildings, and the development shall be carried out in strict accordance with these approved details or any subsequently

approved amendments .

Reason: *To ensure sufficient information is submitted to demonstrate a satisfactory relationship between the proposed development and adjacent land and buildings in the interests of amenity in accordance with Policy BE2 of the Coventry Development Plan 2001.*

5. The reserved matters to be submitted in accordance with Condition 1 shall include a materials schedule of all proposed external materials to be used on the building and once approved the development shall be carried out in full accordance with the materials schedule.

Reason: *To ensure that the proposed development has a satisfactory external appearance in the interests of the visual amenities of the area in accordance with Policy BE2 of the Coventry Development Plan 2001.*

6. The reserved matters to be submitted in accordance with Condition 1 shall fully accord with:
 - i) The parameters set out on drawings: AAR-01-00-SI-A-003 Rev A and AAR-P1-ZZ-SE-A-0001 Rev B; and
 - ii) The design principles as set out in Section 2.3.4 of the Design and Access Statement hereby approved.

Reason: *The application has been assessed on the basis of this information and it is considered that the design principles shall be followed in order to achieve a high quality designed development in accordance with Policy BE2 of the Coventry Development Plan 2001.*

7. The landscaping reserved matters to be submitted in accordance with Condition 1 shall include a combined ecological and landscaping scheme. The scheme must include all aspects of landscaping including details of any lake/pond creation, any bird and bat boxes, and highlight measures taken to incorporate habitat features attractive to wildlife. It shall also set out a timetable for the works to be undertaken. The agreed scheme shall be fully implemented in accordance with the approved details and timetable.

Reason: *To offset the removal of wildlife habitats and incorporate new habitat features attractive to wildlife in accordance with Policy GE15 of the Coventry Development Plan 2001.*

8. Before any development commences on site the following shall be submitted to and approved in writing by the Local Planning Authority and any approved mitigation or protection measures shall be put into place prior to and remain in place during any construction work:
 - i) a detailed plan showing all trees to be retained and removed; and
 - ii) a dimensioned tree protection plan (to include protection measures during and after construction and any construction exclusion zones) (in accordance with 'British Standard BS5837 : 2012 - Trees in relation to design, demolition and construction - Recommendations') which shall also include any proposal for pruning or other preventative works.

Reason: *In order to protect and preserve existing trees within the site which are of amenity value in accordance with Policy GE14 of the Coventry Development Plan 2001.*

9. Prior to commencement of development, the following information and evidence shall be submitted to and approved by the Local Planning Authority:
- i) A scheme for the provision of surface water drainage, fully incorporating SuDS with particular emphasis on attenuation techniques. There must be consideration of features such as green roofs, rain gardens and swales, for the management of surface water peak and total flows, biodiversity and water filtering, in accordance with Coventry City Council's adopted Supplementary Planning Document for 'Delivering a More Sustainable City';
 - ii) A detailed strategy for the long-term maintenance of the SuDS and other surface water drainage systems on site;
 - iii) Development discharge rates to be managed to Qbar greenfield rates minus 20%. The discharge rates for brownfield sites shall be considered as greenfield in accordance with the SFRA. On-site proposals must also account for a 1 in 5 year downstream watercourse surcharge level;
 - iv) Provisions must be made for the drainage of the site to ensure there are no temporary increases in flood risk, on or off site, during the construction phase.
 - v) Evidence of the 1 in 100 year plus climate change events will be held within the site boundaries;
 - vi) A 5m way leave must be provided from the top bank of any ordinary watercourse to the building line;
 - vii) An intrusive ground investigation report to establish the depth and type of strata, including percolation results in accordance with BRE 365 and the presence and risk associated with migrant contaminants. Provide evidence of existing groundwater levels and seasonal variation, in order to inform the drainage design;
 - viii) The development must be considered for the implementation of permeable paving for the management of total surface water flows, and water filtering in accordance with Coventry City Council's adopted Supplementary Planning Document for 'Delivering a More Sustainable City';
 - ix) The development shall not be commenced until such time as a scheme to install vehicular traffic pollution control measures within the car parking facilities, together with oil and petrol separators with high level alarm, has been submitted to, and approved by, the Local Planning Authority. This should be submitted along with a periodic maintenance plan;
 - x) Provisions must be made for the drainage of the site to ensure there is no discharge of surface water to the Public Highway;
 - xi) Where new or redevelopment site levels result in the severance, diversion or the reception of natural land 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.

Reason: *To ensure that a satisfactory means of drainage is provided to minimise flooding and which promotes and maintains the good stewardship of the natural and built environment in accordance with Policy EM4 of the Coventry Development Plan 2001.*

10. The development hereby permitted shall only be undertaken in strict accordance with a scheme of site investigation of the nature and extent of contamination within the application site that has been undertaken in accordance with a methodology which has previously been submitted to and approved in writing by the Local Planning Authority. The results of the site investigation shall be made available to

the Local Planning Authority before any development begins. If any contamination is found during the site investigation, a report specifying the measures to be taken to remediate the site to render it suitable for the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The site shall not be occupied until remediation measures have been carried out in full accordance with such approved details and a soil validation report has been submitted to and approved in writing by the Local Planning Authority.

Reason: *To safeguard health, safety and the environment in accordance with EM6 of the Coventry Development Plan 2001.*

11. No development shall commence unless and until a scheme for targeting and utilising local people for the construction of the development has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the scheme shall be implemented in full accordance with the approved details.

Reason: *In the interests of promoting employment opportunities for local people in accordance with Policy E10 of the Coventry Development Plan 2001.*

12. The development hereby permitted shall proceed in accordance with details contained within an Energy Assessment that shall have been submitted to and approved in writing by the Local Planning Authority. The Energy Assessment shall indicate how energy demand has been assessed, the options considered for meeting predicated demand and the methods and assumptions used to make the assessment and the conclusions reached. The Energy Assessment shall also include details regarding proposed energy efficient measures; an assessment of the feasibility of providing combined heat and power; and details of how the 10% on-site renewable energy requirement will be met with full details of the siting and design of any measures. The measures, once approved, shall be implemented in full prior to the first occupation of the multi-storey car park.

Reason: *To aid sustainable development by ensuring that at least 10% of the development's energy requirements are provided through the on-site generation of renewable/low carbon energy and in the interests of the visual amenities of the area in accordance with Policies OS4 and BE2 of the Coventry Development Plan 2001.*

13. Prior to the MSCP being brought into operation the proposed access improvements on Gibbet Hill Road and Kirby Corner Road as detailed on drawing references '115438-00 Figure 3 Issue 03' & '115438-00 Figure 4 Issue 04' shall be fully implemented and be retained thereafter.

Reasons: *In the interests of free of traffic and highway safety in accordance Policy AM22 of the Coventry Development Plan 2001.*

14. The site shall provide no more than 1300 car parking spaces in total.

Reason: *The application has been assessed on the provision of a 1300 space MSCP which has been modelled and determined to not have a severe cumulative impact upon the local highway network, and does not result in exceeding the agreed level of car parking provision for the Warwick University Campus under the s106 agreed as part of planning permission 54044, in accordance with Policies AM1 & AM22 of the Coventry Development*

Plan 2001.

15. Prior to the reconfigured surface car parking being brought into operation for staff parking a plan detailing the proposed layout and means of access from within the site shall be submitted to and approved in writing by the Local Planning Authority.

Reason: *In the interests of ensuring that car parking across the campus is suitably managed in the interests of highway safety and the free flow of traffic in the locality in accordance with Policies AM1 and AM22 of the Coventry Development Plan 2001.*

16. Prior to the first use of the car park hereby approved for parking, the University of Warwick 'Travel Plan and Car Parking Management Strategy' approved in June 2007 as part of planning permission 54044, shall be updated and submitted to and approved in writing by the Local Planning Authority to clearly set out the management of all car parks on the University of Warwick campus including the multi-storey car park hereby approved. Thereafter, car parking within the campus shall be managed in conformity with the Parking Management Plan or any subsequent updates to that document.

Reason: *In the interests of ensuring that car parking across the campus is suitably managed in the interests of highway safety and the free flow of traffic in the locality in accordance with Policies AM1 and AM22 of the Coventry Development Plan 2001.*

17. As part of the reserved matters application for the MSCP, an electric vehicle charging strategy (comprising of number of charging points, infrastructure requirements, monitoring) shall be submitted to and agreed in writing by the Local Planning Authority, then within 6 months of the first use of the car park the approved strategy shall be brought into operation and an agreed number of electric vehicle charging points shall be installed and retained thereafter.

Reason: *In the interests of creating a more sustainable city in accordance with Policy OS4 of the Coventry Development Plan 2001.*

18. As part of the reserved matters application for the MSCP, a cycle parking strategy (comprising number of spaces, detail of storage, location, monitoring) shall be submitted to and agreed in writing by the Local Planning Authority, then within 6 months of the first use of the car park the approved strategy shall be brought into operation and an agreed level of cycle parking shall be installed and retained thereafter.

Reason: *In the interests of creating a more sustainable city in accordance with Policy OS4 of the Coventry Development Plan 2001.*

19. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by the Local Planning Authority. The Statement shall provide for:
- i) the parking of vehicles of site operatives and visitors;
 - ii) loading and unloading of plant and materials;
 - iii) storage of plant and materials used in constructing the development;
 - iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
 - v) wheel washing facilities;

- vi) measures to control the emission of noise, dust and dirt during construction;
- vii) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- viii) measures for the protection of local watercourses during construction; and
- ix) details of pre-commencement checks for bats in any mature trees, breeding birds and amphibians, and appropriate working practices and safeguards for wildlife that are to be employed whilst works are taking place on site.

The approved Construction Method Statement shall be adhered to throughout the construction period for the development.

Reason: *To ensure minimal impact upon the safe operation and management of the highway network, in the interests of the amenities of the occupiers of nearby properties and the visual amenities of the locality and to ensure that protected species are not harmed by the development in accordance with Policies AM1, AM22, EM5, BE2 and GE15 of the Coventry Development Plan 2001.*

20. The development hereby permitted shall not commence until Great Crested Newt presence and absence surveys of ponds 3, 4 and 6 (identified in the application documentation) have been carried out at an appropriate time of year and by a suitably qualified ecologist, and appropriate mitigation measures (to include timing of works, protection measures, enhancement details and monitoring) as recommended following results of the survey to be agreed between the applicant and the Local Planning Authority (with advice from WCC Ecological Services), and incorporated into the development design. The mitigation plan shall thereafter be implemented in full.

Reason: *To safeguard the presence and population of a protected species in line with UK and European Law, the National Planning Policy Framework and Policy GE15 of the Coventry Development Plan 2001.*

21. The development on both sites hereby permitted shall either:
- a) Be timetabled and carried out to avoid the bird breeding season (March to September inclusive) to prevent possible disturbance to nesting birds; Or
 - b) Not commence until a qualified ecologist has been appointed by the applicant to inspect the vegetation to be cleared on site for evidence of nesting birds immediately prior to works. If evidence of nesting birds is found works may not proceed in that area until outside the nesting bird season (March to September inclusive) or until after the young have fledged, as advised by the appointed ecologist.

Reason: *To safeguard the presence and population of a protected species in line with UK and European Law, the National Planning Policy Framework and Policy GE15 of the Coventry Development Plan 2001.*

22. The development shall be timetabled and carried out to wholly accord with the detailed mitigation measures for the loss of biodiversity within the site as set out in the document 'Preliminary Ecological Appraisal' prepared by Middlemarch Environmental, October 2016, Section 7, pages 18-19 - Recommendations.

Reason: *To minimise the impact of the development upon wildlife in accordance with Policy GE15 of the Coventry Development Plan 2001.*

23. Any landscaping (other than the planting of trees and shrubs) including boundary treatment, paving and footpaths referred to in condition one shall be completed in all

respects within 3 months of the first occupation of the multi-storey car park and the trees and shrubs shall be planted within the first planting season following occupation. Any tree(s) or shrub(s) removed, dying, or becoming in the opinion of the Local Planning Authority seriously damaged, defective or diseased within five years from the substantial completion of the scheme shall be replaced within the next planting season by tree(s) or shrub(s) of similar size and species to those originally required to be planted. All hedging, tree(s) and shrub(s) shall be planted in accordance with British Standard BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations and BS4428 - Code of Practice for General Landscape Operations.

Reason: *To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policies GE14, BE2 and BE20 of the Coventry Development Plan 2001.*

24. A landscape management plan, including long term design objectives, long term management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved in writing by the Local Planning Authority before the first occupation of the development hereby permitted. The landscape management plan shall be implemented as soon as the approved landscaping is carried out and shall not be withdrawn or altered in any way without the prior written approval of the Local Planning Authority.

Reason: *To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policies GE14, BE2 and BE20 of the Coventry Development Plan 2001.*

25. No lighting or illumination of any part of any building or the site shall be installed or operated unless and until details of such measures shall have been submitted to and approved in writing by the Local Planning Authority and such works, and use of that lighting and/or illumination, shall be carried out and operated only in full accordance with those approved details. The lighting details to be submitted shall include a statement setting out measures to minimise the impact of the lighting on emerging and foraging bats.

Reason: *To ensure that any lighting is designed so as not to detrimentally affect the amenities of the occupiers of nearby properties, to protect the visual amenities of the area and to protect emerging and foraging bats in accordance with Policies EM5, EM8 and GE15 of the Coventry Development Plan 2001.*

26. The development hereby permitted shall be carried out in accordance with the following approved documents:
AAR-01-00-SI-A-001 Rev A - Location Plan;
AAR-01-00-SI-A-002 Rev A - Existing Site Plan;
AAR-01-00-SI-A-003 Rev A - Proposed Site & Parameters Plan;
AAR-P1-ZZ-SE-A-0001 Rev B - Proposed Site Sections - Parameters;
AAR-P1-ZZ-SE-A-0002 - Site Sections - Existing;
115438-00 Figure 3 Issue 03 - CP16 Access Junctions: Gibbet Hill Road;
115438-00 Figure 4 Issue 04 - CP16 Access Junctions: Kirby Corner Road;
Covering Letter, ref: UNIQ3025, prepared by Turley, 31/01/2017;
Planning Statement, ref: UNIQ3025, prepared by Turley, 31/01/2017;
Design and Access Statement, Rev A, prepared by Associated Architects,

31/01/2017;
Statement of Community Engagement, ref: UNIQ3025, prepared by Turley,
31/01/2017;
Sustainability Statement, ref: UNIQ3025-02, prepared by Turley, 31/01/2017;
Transport Assessment, ref: IGC01, prepared by ARUP, 30/01/2017;
Transport Assessment Addendum, prepared by ARUP, 20/04/2017;
Flood Risk Assessment, ref: FRA/02, prepared by ARUP, 30/01/2017;
Ground Conditions Preliminary Risk Assessment, prepared by ARUP, 30/01/2017;
Air Quality Report, prepared by ARUP, 30/01/2017;
Historic Environment Desk-based Assessment, prepared by ARUP, 26/01/2017;
Preliminary Ecological Appraisal, ref: RT-MME-123692-01, prepared by Middlemarch
Environmental, 07/11/2016;
Great Crested Newt Habitat Suitability Index Assessment, prepared by Middlemarch
Environmental, ref: RT-MME-124325, 20/01/2017;
Assessment of Bat Roost Potential Trees, ref: RT-MME-123692-03, prepared by
Middlemarch Environmental, 20/04/2017;
Pre-Development Arboricultural Survey, ref: RT-MME-123692-02, prepared by
Middlemarch Environmental, 17/11/2016 (Main Site);
Pre-Development Arboricultural Survey, ref: RT-MME-124466, prepared by
Middlemarch Environmental, 25/01/2017 (Gibbet Hill Road).

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

[AAR-01-00-SI-A-001 Rev A - Location Plan;](#)
[AAR-01-00-SI-A-002 Rev A - Existing Site Plan;](#)
[AAR-01-00-SI-A-003 Rev A - Proposed Site & Parameters Plan;](#)
[AAR-P1-ZZ-SE-A-0001 Rev B - Proposed Site Sections - Parameters;](#)
[AAR-P1-ZZ-SE-A-0002 - Site Sections - Existing;](#)