3.2.2 Pre-Masterplan Completion

Public Realm – Pre Masterplan Completion

Key

External Finishes:

1. Grey granite paving - running bond
2. Dutch brick/ klinker paving - basket weave
3. Dutch brick/ klinker paving - herringbone

External Furniture

4. Hess static / removable bollards
5. Ceres bicycle rack

External Landscape

6. London plane tree planting / Hess tree grille

External Lighting

7. Existin External lighting
8. Proposed External Lighting

* Red dashed line indicates planning application boundary line

3.2.3 Post Masterplan Competion

Public Realm – Post Masterplan Completion

Key

External Finishes:

1. Grey granite paving - running bond
2. Dutch brick/ klinker paving - basket weave
3. Dutch brick/ klinker paving - herringbone
4. New asphalt access road to building C09

External Furniture

5. Granite bench blocks
6. Hess “punto” bin
7. Hess static / removable bollards
8. Ceres bicycle rack

External Landscape

9. London plane tree planting / Hess tree grille
10. White cherry tree / Escofet circular tree grille
11. Norway maple tree / Escofet circular tree grille

External Lighting

12. Escofet serie ful light column cluster (10m)
13. “Rama” street lighting

* Red dashed line indicates boundary line of C06 Plot

* Green dashed line indicates our proposal for the planning application

3.3
Crime and Security

The proposed development adopts the principles of Secured by Design in order to prevent crime and create a safer, more secure solution. The applicant is committed to achieving Secured by Design standards which would enable seeking SBD accreditation, if required.

The approach and principles which have been used for the design proposals are as follows:

Public realm
The building occupies the majority of the site, leaving a perimeter to be hard-landscaped as part of continuous public realm. The building footprint and frontages have a simple profile with minimal recesses. The result is visibly-open public areas enabling natural surveillance to improve security.

Robust finishes
Quality external ground finishes and street furniture products will be used so that the public realm is robust, will not rely on onerous maintenance and can withstand reasonable physical abuse. Similarly, on the building, quality robust materials will be used which can withstand a reasonable amount of anti-social physical abuse.

External lighting
The majority of external areas at ground floor are in close proximity to street lighting which will provide suitable levels of illumination to improve safety. The positioning of trees will be coordinated to minimise obscuring the lighting.

Lighting & CCTV
Each entrance and access door will have localised lighting for safety and security which will be located to aid illumination for CCTV coverage. There will be CCTV camera coverage of all entrances, with a combination of cameras placed inside the entrances, externally on the building or on remote poles.

Doors and windows
Doors will have suitably security-certified ironmongery. All access through service doors will be security-controlled and overseen by on-site building managers.

All glazing within ground floor doors, windows and full height glazed frontages will be a robust specification, including laminated glass.

Internally
As well as internal CCTV, the open-plan nature of the public ground floor areas means that all entrances can be seen by staff, resulting in a high degree of natural surveillance. Use of the guest lift and stair circulation is access-controlled, meaning that there is a level of security for the upper floors of the building.

3.4
Sustainable design and energy

Coventry City Council's Requirements
New developments must contribute towards the reduction of the city's carbon footprint. Buildings should therefore be designed to be more energy efficient and incorporate sustainable technologies, having regard to Local Planning Policy EM2.

The Council's heat line is available to the site and is able to provide a sustainable source of energy to city centre buildings through the creation of heat from waste. Policy CC10 states that new development must be designed to minimise environmental impact within the city centre and ensure that any impacts of pollution are appropriately considered and mitigated. Policy CC10b states that new developments must ensure that: All opportunities to connect to heat line or implement renewable energy generation have been explored and included as part of new development unless shown to be unviable or inappropriate.

Proposed Approach
It is proposed that the building and the associated supporting services will be designed and constructed to comply with the requirement of Building Regulations Part L2a 'Conservation of fuel and power'

This regulation requires demonstration that the Building CO2 Emission Rate (BER) is no greater than the Target CO2 Emission Rate (TER).

In order to demonstrate this the building will thermally modelled using approved software.

In order to comply with the above requirements it is proposed that the building will be connected to and derive a portion of its heating energy requirements from the Coventry City Centre District Heating (Heat line) system.

Policy CC10 – Environmental Management
New development must be designed to minimise environmental impact within the city centre and ensure that any impacts of pollution are appropriately considered and mitigated. In doing so new development schemes (including conversions and changes of use where appropriate) must ensure:

a) All construction and demolition schemes adhere to a construction environment management plan which must be submitted to and approved by the council before works commences. The CEMP must specify how the developer will mitigate noise and dust emissions from the works.

b) All opportunities to connect to heat line or implement renewable energy generation have been explored and included as part of new development unless shown to be unviable or inappropriate.

c) Ground contamination needs have been assessed and remediated using the Environmental Agency Model Procedures for the Management of Land Contamination (CLR11).

d) Proposals for site investigation and remediation schemes (where appropriate) utilise appropriate risk assessment and are approved by the Council in advance of development. Such measures should ensure that sites are 'fit for purpose'.

e) New residential and commercial development schemes and the introduction of fixed plant machinery have been designed to meet internal and external noise levels specified in BS4142 and BS 8223, or subsequent replacement standards.

f) Appropriate odour extraction systems are incorporated where the sale / preparation / consumption or food takes place within the relevant buildings.

g) Appropriate consideration has been given to the West Midlands LETC Air Quality guidance (or replacement guidance) and necessary mitigation measures incorporated into schemes.

h) Have regard to other relevant polices within this City Centre AAP and its supporting documentation.

Text from Energy Report by Capita

Policy EM2: Building Standards

1. New development should be designed and constructed to meet the relevant Building Regulations, as a minimum, and to sustainability standards which:
   a) Maximise energy efficiency and the use of low carbon energy;
   b) Conserve water and minimise flood risk including flood resilient construction;
   c) Consider the type and source of the materials used;
   d) Minimise waste and maximise recycling during construction and operation;
   e) Are flexible and adaptable to future occupier needs; and
   f) Incorporate measures to enhance biodiversity value.

2. In meeting the carbon reduction targets set out in Building Regulations, the Council will expect development to be designed in accordance with the following energy hierarchy:
   a) Reduce energy demand through energy efficiency measures
   b) Supply energy through efficient means (i.e. low carbon technologies)
   c) Utilise renewable energy generation

3. A Sustainable Buildings Statement to demonstrate how the requirements of Climate Change policies in this Plan and any other relevant local climate change strategies have been met.

4. A comprehensive update of the Delivering a More Sustainable City SPD incorporating the approach to Building Sustainability Standards will be developed.

3.5
Environmental Protection (EP) Odour Requirements

Coventry City Council's Requirements
EP (Environmental Protection) will need full details of the proposed extraction system serving the food prep area including the following details:

- A diagram showing the height and position of the extraction flue which must terminate at least 1 metre above the eaves height of the building.
- Details of the extraction canopy and grease filtration.
- Odour abatement system (where carbon filters are proposed details of fine grease filtration and dwell time [in seconds] must be included).
- Efflux velocity of fumes stated in m/s at the point of discharge.
- How replenishment air will be provided.
- Maintenance and cleaning schedule of all duct work/replacement of filters etc.The system will also be subject to a noise assessment.

Proposed Approach
It is proposed that the kitchen system shall be designed in accordance with

- design guidance document DW172
- CIBSE guidance
- appropriate and current Building Regulations

Diagram of kitchen extraction flue

An indicative sketch is included indicating the proposed location at roof level. The system will terminate with a purpose made high velocity hood the top of which will terminate a minimum of 1000mm above the surrounding screen.

Note that the sketch contained within the appendix is indicative and is subject to design development during the detailed design period of the project.

Details of extraction canopy and grease filtration
The details of the extraction canopy and grease filter have yet to be finalised and will be dependent on the clients catering requirements and foot print of the kitchen.

Odour Abatement
It is not currently intended to incorporate any Odour abatement systems into the system design.

Efflux Velocity
The velocity at the discharge terminal of the kitchen extract system is proposed to be between 12 and 15m/s and will be sized on the design air flow rate.

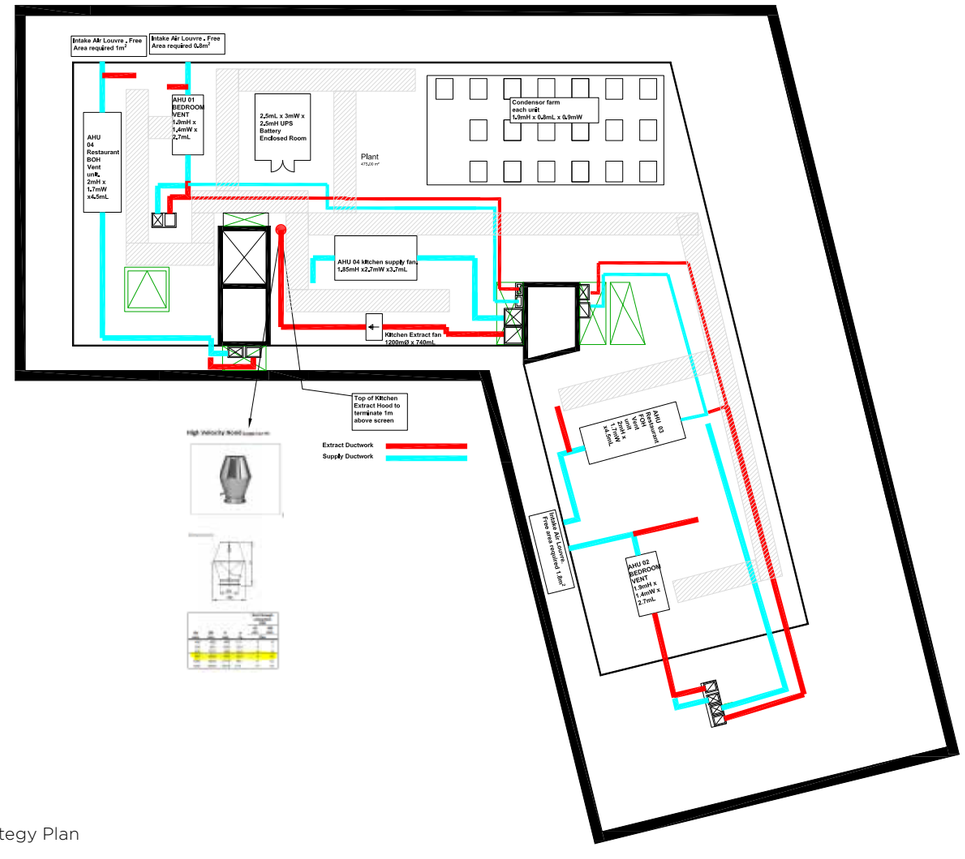
Air replenishment
The makeup air requirements to the kitchen will be provided via a mechanical supply air handling unit (AHU). The unit will include filters, heater batteries and a fan unit.

The supply AHU will not provide a fully balanced air flow rate when compared to the extract air volume. To ensure 'used' kitchen air is not drawn into the adjacent restaurant accommodation the kitchen will be kept at a slightly negative pressure compared with the restaurant with the remaining air being brought in the space 'passively'.

Maintenance and cleaning
The supply AHU and extract fan units will be located externally. The units will be required to be regularly maintained and will therefore have adequate access to them via the roof.

The ductwork systems will have adequate access panels/cleaning doors incorporated to facilitate regular cleaning in line with HVCA document TR/19.

The systems will be required to be cleaned in accordance with the frequency outlined within TR/19.



Roof Level - Service Strategy Plan

Text from Odour Report by Capita

4.0 ACCESS

4.0 ACCESS

4.1
Vehicular access, servicing and parking

i) Public Transport

The development's location is well served by public transport, with Coventry train station within a few minutes walk and bus routes in close proximity. The design is therefore based upon assuming the majority of building users will arrive either by public transport, or if arriving by car, will use the existing multi-storey car park adjacent to the station. To provide for the longer-term development of the Friargate area, the masterplan includes the intention to build another multi-storey car park.

ii) Vehicles

The building is bounded with public realm on all four sides, with the pedestrianised Station Square to the East. Vehicle approach is along the Ringway to the North, turning South to the West of the building for access to drop-off and servicing. A long layby is provided with a drop-off point for accessible use and taxis close to the hotel entrance.

The layby is extended to the South and long enough to accommodate servicing and refuse vehicles. The service vehicles are then located adjacent to the services access doors and internal bin store on the South-West corner of the building. A weekly refuse collection is envisaged where bins will be wheeled out to the refuse vehicle in the layby to the West of the building. The roads to the North, West and South enable emergency vehicle approach.

iii) Cycles

There are existing cycle storage spaces located at the nearby station and multi-storey car park. The proposed scheme intends to supplement these and includes for providing three cycle hoops, i.e. six cycle storage spaces, located to the South East corner of the site onto Station Square.

4.2
Inclusive Access

i) Wider connectivity

The site is within walking distance of the central retail and commercial districts of Coventry city centre.

ii) Site and buildings

This section of the report outlines the approach to inclusive design in respect of site and building access and how relevant standards have been met.

a) Objectives

The objective of the consented scheme has been to ensure that the buildings are fully accessible to all and that:

- Potential users and visitors (regardless of age, gender or any disabilities) are able to access and navigate unimpeded through all appropriate areas of the building and surrounding public realm
- The external building environment (including location and orientation of entrances), is legible and will not act as an impediment to any potential users
- The internal building environment can successfully and safely used by all of the potential users of the building
- Every opportunity will be taken to utilise colour, textures, materials and treatment of space to assist with the overall legibility and aesthetic value of the building.

The design has been developed in full consideration of national legislation including:

- The provisions of BS8300: 2001 and the Building Regulations Part M (2015 Edition)
- The Equality Act 2010 and emerging Equality Act 2010 (Amendment) Bill 2015-16, ensuring people are not discriminated against regardless of disability, age or gender in respect of access to new buildings and the public realm within the application site as well as internal parts of the buildings.

b) Access at the site boundary

- All primary entrances can be accessed from flat and level approaches with inclines of 1 in 40 or less.

c) Circulation and access to primary entrances

- The clear width of all access routes from pavement to main entrances is at least 1500mm wide, complying with or exceed statutory guidance
- The gradient of access routes is either 'flat' (cross falls introduced for drainage only) or set set at no more than 1 in 40. All access routes will be finished in hard landscaping with an appropriate slip resistance and textured surfaces to thresholds as required
- Access to primary entrances will include; high contrast hardscape to clearly define the pedestrian route to main entrance and high visibility signs to identify building and entrances.

d) Reception desk, waiting area and entrance lobbies

- The main reception area is located at ground floor
- The reception desk will include a low-level desk area for wheelchair users and a hearing loop for the cognitively impaired
- Any seating or waiting areas will be spaced to enable suitable clear circulation and passing places in line with statutory guidance. In addition, waiting areas and entrance lobbies will include the following:
  - Materials selected to reduce surface glare
  - Interior layout clearly signposted upon entry
  - Lighting and a clear high contrast signs to aid way-finding
  - Tactile and visual surface guides to denote path from entrance to lifts
  - Solid floor surfaces to facilitate ease of wheel chair movement.

f) Stairs, lifts and lobbies

- Stairs to all cores have been designed to comply with all appropriate Building Regulations
- In addition, stairs and lobbies will include the following:
  - A minimum width of 900mm (between door stops) when fully open
  - Doors fitted with vision panels
  - Doors fitted with lever type handles or 'D' pull handles at a height of 1,000mm from floor level
  - Doors to be of a weight suitable to be used by people with limited strength or reduced mobility
  - All glazed walls and doors are to have high contrast manifestation
  - On certain primary circulation routes doors to be on 'hold-open' systems
  - Lighting to help define space, fixtures, signs
  - Increased number and legibility of signs
  - Deliberate use of colour and surface treatment to enable vision impaired people
  - Ergonomically user-friendly and visually distinct ironmongery, fixtures, fittings and equipment
  - User-friendly handrails to all stairs and landings, tactile count-downs on the underside of handrails to indicate changes in direction and presence of landings
  - High contrast to step nosing as per BS8300
  - Enhanced lighting to stairs with glare minimised
  - Lifts to include high contrast signage and tactile controls to ensure they are accessible to visually impaired people.

g) Width of internal circulation routes

- All primary circulation corridors are minimum 1400mm wide. Where hotel doors face across the corridor entrances, they will be recessed by 300mm to create articulation to the corridor and accentuate dwelling frontages. These provide increased turning circle and passing place provision of either 1800mm or 2100mm wide depending on entrance distribution
- In addition, internal circulation routes will include the following
  - Sufficient clear widths to enable convenient movement through circulation routes and doorways for those with pushchairs, carrying children or objects and those using wheelchairs or other mobility aids such as walking frames.

h) Internal layouts of hotel rooms

- All internal corridors are at least 1350mm wide
- All spaces are designed to enable minimum turning circles to be accommodated and minimum clearances beyond fixed furniture such as beds
- All bathrooms walls will be capable of taking adaptations such as handrails. Window glazing will be at 800mm or lower and opening lights will be easy to operate
- All switches, sockets and controls will be fitted at a height which is usable by all (i.e. between 450mm and 1200mm from the floor)
- 300mm leading edge to all door pulls to allow more convenient wheelchair usage.

j) Access to Roofs

- A safe means of accessing the upper roof levels has been provided in the form of a continuation of retractable access stair directly to roof level.

k) Emergency egress

- Evacuation of disabled people will be a liaison between building managers and occupants; driven by a combination of physical fire safety measures and management procedures. This will be developed in conjunction with the fire strategy and management policies with reference to statutory guidance. A fire strategy report will be prepared to include egress of people with disabilities, children and elderly people. Alarm systems will provide visual as well as audible signals in an emergency. In addition, Emergency Egress provision will include the following
  - Visual fire alarms especially where people may be alone
  - Improvements in legibility of evacuation procedure signs
  - Direction and location signs to circulation cores.

l) Fire-fighting access

The detailed design adopts a fire engineered solution which utilises references from BS9999 and Part B where relevant.

m) Lighting Strategy

- Throughout the scheme, lighting is integral to the overall way finding and accessibility strategy which includes
- Entry floor guide path lighting
- Visual fire alarms
- Reflected and diffused light to escape stairs
- Lighting to defining lift landings and doors
- Highlighting for columns
- Lighting to wash walls.

n) Parking for disabled persons

- A drop-off point is located at ground level and will be clearly denoted. Designated accessible parking is available within the nearby multi-storey car park.

5.0 PRE-APPLICATION CONSULTATION

Elevation From Ringway