



# **EIA Scoping Report**

Friargate, Coventry

November 2010

**Waterman Energy Environment & Design Limited**

Civic House, 156 Great Charles Street, Birmingham, B3 3HN, United Kingdom  
[www.watermangroup.com](http://www.watermangroup.com)



## Friargate, Coventry

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### Quality Assurance – Approval Status

This document has been prepared and checked in accordance with  
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Issue	Date	Prepared by	Checked by	Approved by
First	5 July 2010	Alice Humphries	Suzanne Roberts	Elin Fradgley
Second	20 July 2010	Alice Humphries	Suzanne Roberts	Elin Fradgley
Third	1 September 2010	Alice Humphries	Suzanne Roberts	Jonathan Dosser
Fourth	20 September 2010	Alice Humphries	Suzanne Roberts	Jonathan Dosser
Fifth	5 November 2010	Alice Humphries	Suzanne Roberts	Jonathan Dosser

### Comments

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### Comments

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#### Our Markets



Property & Buildings



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## 1. Introduction

### 1.1 Background

Friargate Coventry LLP (hereafter referred to as the “Applicant”) is seeking to obtain outline planning permission for the redevelopment of an approximately 15 hectare (ha) site (the ‘Site’), located between Coventry Railway Station and Coventry city centre. The Site location is shown in **Figure 1**. The proposed redevelopment (the ‘Development’) comprises mixed use development.

The Applicant considers it expedient to undertake an Environmental Impact Assessment (EIA) and have therefore committed to undertake the EIA and submit an Environmental Statement (ES) as part of the planning application. The purpose of this Scoping Report is to provide Coventry City Council (CCC) and other statutory bodies with the opportunity to comment on the content and methodology to be used for the EIA and to obtain from CCC a formal Scoping Opinion. The findings of the EIA will then be presented in an ES which will accompany the outline planning application.

### 1.2 EIA Development

The *Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999* (as amended) (hereafter referred to as the ‘EIA Regulations’) require that before consent is granted for certain types of development, an EIA must be undertaken. The EIA Regulations set out the types of development which must always be subject to an EIA (Schedule 1 development) and other types of developments which may require assessments if they are likely to result in significant environmental effects (Schedule 2).

The Development falls within Schedule 2, Category 10b of the EIA Regulations as an ‘urban development project’ which, due to its scale, nature and location, has the potential to significantly alter or impact upon the environment. The EIA will therefore be carried out to determine the likely significance of these impacts and the nature of mitigation measures that may be required to off-set, reduce or eliminate potential adverse environmental impacts.

### 1.3 The Purpose of the Scoping Report

Regulation 10 of the EIA Regulations provides for potential applicants to ask the relevant local planning authority to state in writing the information that ought to be provided in an ES, i.e. to give a Scoping Opinion. This ‘Scoping Opinion’ is offered following consultation with relevant consultation bodies.

In accordance with Regulation 10 of the EIA Regulations and current EIA best practice, this document sets out the following information in order to assist CCC in adopting their Scoping Opinion:

- a plan showing the Site area extent;
- a brief description of the nature and purpose of the Development; and
- a brief description of the Development’s possible impacts on the environment.

Waterman Energy, Environment & Design Ltd (Waterman) has been commissioned by the applicant to prepare an EIA Scoping Report to identify the key environmental issues associated with the proposed Development and the need for, and scope of, various technical studies to be undertaken within the EIA process as a basis for seeking an EIA Scoping Opinion from CCC. Defining the scope of the EIA is regarded as an important component of the overall EIA process; the primary aim being to identify the key issues to be addressed and to focus the ES on the most likely significant impacts.

This Scoping Report is structured as follows:

**Section 2** provides a description of the Site and outlines the background to the proposals, and the nature and key elements of the proposed Development;

**Section 3** describes the consultations that will be undertaken as part of the EIA;

**Section 4** provides a review of those issues identified as potentially significant by the scoping process, which will need to be assessed in detail as part of the EIA. The approach and methodology for the assessment study of each topic is also described;

**Section 5** describes those impacts which are considered to be non-significant and will therefore not receive further consideration within the EIA; and

**Section 6** provides a draft outline of the structure of the ES.

This EIA Scoping Report considers all those environmental topics identified in Schedule 4 of the EIA Regulations including population, fauna, flora, soils, water, air, climatic factors, material assets, including the architectural and archaeological heritage and landscape.

This report will be issued to CCC, who will then forward the report to the statutory consultees (e.g. Natural England and the Environment Agency) and other organisations for comment in developing their formal 'Scoping Opinion'.

## 1.4 The Applicant and Project Team

The ES will present the results of an EIA coordinated by Waterman with some technical EIA components being contributed by other consultants. The applicant and project team are presented in **Table 1** along with their respective disciplines.

Table 1: The Project Team

Nature of Work	Company
Applicant	Friargate Coventry LLP
Project Manager	Gardiner & Theobald
Architect / Masterplanners	Allies and Morrison
Planning & Sustainability Consultant	GW Planning
Environmental Consultant & EIA Co-ordinators	Waterman
Traffic / Transport Consultant	Arup
Building Services Engineers	Waterman



## 2. The Development Site and Proposals

### 2.1 Site Description

The Site is approximately 15ha in area and is located around the Coventry Railway Station, approximately 350m south of Coventry city centre and is centred on National Grid Reference 433101, 278310. A plan showing the layout of the Site and its boundaries is presented in **Figure 2**.

The Site is bound by the mainline railway to the south, Manor Road and Stoney Road to the east, Grosvenor Street to the west and the city centre retail area to the north. Warwick Road, the main southern approach road into Coventry, bisects the Site.

To the east of Warwick Road, the Site contains the Coventry Railway Station, forecourt and car parking areas and a number of office buildings, some of which rise to around 14 storeys in height. In addition, a low rise block of flats and The Rocket public house are situated on Warwick Road itself. To the west of Warwick Road, the Site contains an area of bare ground which has been previously developed as well as several retail buildings which are situated at the edge of the Central Six Retail area and two areas of surface car parking. In the north, the Site contains Greyfriars Green and Greyfriars roundabout which overlies the Coventry city ring road (referred to also as Junction 6 of the Ring Road).

Surrounding the Site, residential uses and King Henry VIII School are located to the southwest, mixed retail, commercial and residential uses to the west including the Central Six Retail area, and residential and industrial uses to the east. To the north of the Site are mixed retail, leisure and commercial uses typical of Coventry city centre.

The Site contains one statutory listed building, Coventry Railway Station (Grade II listed) and one locally listed building, The Rocket public house. The northern part of the Site lies within the Greyfriars Green Conservation Area, which contains a large number of listed buildings, none of which are within the Site. The southern tip of the Site is located within the Kenilworth Road Conservation Area, which extends to the south of the Site and also contains a number of listed buildings, including the main King Henry VIII School building (off Site). The 'three spires' of Coventry provide the city's famous skyline which are visible from the Site.

### 2.2 Site Planning History

An outline planning application for redevelopment of the Site was submitted to CCC in October 2009 (Application No. 55200) (subsequently referred to as the 'consented development'). The application was accompanied by an ES (Report Ref: E6508.R.4.3.1.SR, dated October 2009), which was prepared by Waterman. As part of that EIA a detailed scoping exercise was undertaken and Scoping Opinion from CCC was obtained. This report therefore draws on three years of EIA involvement with the Site and its proposed redevelopment including consultation with statutory consultees, a scoping exercise and full impact assessment.

Planning permission was granted for redevelopment of the Site in January 2010. The applicant is now undertaking a comprehensive review of the consented scheme and is seeking to submit a revised outline planning application for the Site.

## 2.3 Development Description

### 2.3.1 Nature of the Planning Application

The outline planning application seeks to establish the principles for redevelopment of the Site. It is envisaged that the Development would be based upon a number of key principles, which are set out below. For each key principle a series of 'parameters' have been developed and a set of three parameter diagrams produced as shown in **Figures 3.1 to 3.3**. The details of the Development, which would be the subject of applications for approval of reserved matters, would fall within the parameters laid down by the outline planning permission.

In addition a masterplan will show the applicant's working intentions for development of the Site. The masterplan will accord with the principles and parameters defined by the outline planning application. The masterplan may evolve over time within these limitations to reflect changing circumstances, more detailed information and a continuing process of consultation throughout scheme implementation. CCC will be invited to attach planning conditions to the outline planning consent (in the event that they are minded to grant planning permission) so as to ensure that all applications for reserved matters accord with a working masterplan to be agreed by CCC and also allow (subject to further approval by CCC) for the working masterplan to be updated over time.

Where possible, the EIA would be based on the principles and parameters set out in the outline planning application and described below and illustrated in **Figures 3.1 to 3.3**. However, for some of the assessments, it is considered likely that the working masterplan would be the more appropriate basis for assessment and the current working masterplan (referred to as Masterplan 2) is also described below and illustrated in **Figure 3.4**.

### 2.3.2 Development Parameters

**Parameters Relating to Principle 1: An office-led, mixed-use city centre quarter, providing and attractive working and living environment**

- up to 300,000 m<sup>2</sup> (GEA) of new building floorspace (above ground excluding basement and parking areas), to ensure an appropriately urban scale and intensity of use within the application Site;
- a minimum 55% and maximum 80% (by floorspace) of the development to be for use as B1 workspace to ensure an office-led mix;
- food and comparison retail (use class A1) limited to replacement of the existing (3,800 m<sup>2</sup>) provision, and to meeting additional local needs that may be proven to arise within the site, avoiding a 'retail destination' competing with the city retail core;
- up to 15,000 m<sup>2</sup> of other retail (uses classes A2,A3,A4,A5 and car showrooms);
- all A1-5 uses to be closely related to achieving lively frontages to pedestrian routes;
- a minimum of 25,000 m<sup>2</sup> of 'city living' residential (use class C3);
- up to 50,000 m<sup>2</sup> of hotel (use class C1), residential institutions (use class C2) and student accommodation; and
- up to 25,000 m<sup>2</sup> of leisure and/or non residential institution and/or community uses (use classes D1,D2).

Parameters Relating to Principle 2: A new highway layout that calms and discourages through traffic whilst serving local access needs and providing a positive experience for those entering and leaving the city centre by rail and bus, on foot or by cycle

- removal of Junction 6 roundabout, replacing it with a more compact junction arrangement allowing the extension of Greyfriars Green by decking over the existing Ring Road which is retained as an underpass;
- associated traffic management scheme (to be implemented by the Highway Authority for adopted highways within and in the wider vicinity around the site) to include clockwise and anticlockwise access to the Ring Road from Warwick Road, more than one point of access to the railway station from separate highways, and to deter through traffic from using residential streets in the vicinity of the Site;
- integrated Transport Strategy allowing connections and transport interchange between rail, bus, and taxi services;
- a high quality, at grade pedestrian/cycle route from the station entrance via a new square to Greyfriars Green and the city centre core;
- a traffic calmed bus priority street entering the city centre across the ring road;
- removal of most pedestrian subways, to be replaced by surface, shared pedestrian and cycle routes. Refurbishment of a retained pedestrian/cycle subway link from Greyfriars Green to Grosvenor Road; and
- buildings positioned to positively emphasise arrival into and departure from the city centre core.

Parameters Relating to Principle 3: A walkable business neighbourhood, closely linked to other parts of the city centre and to nearby residential areas

- a minimum network of primary access streets and pedestrian links as shown on Diagram 1: Public Realm Areas (see **Figure 3.1**). These routes and spaces to accommodate people with mobility impairments;
- principal development areas will be within the development zone boundaries shown by Diagram 2: Development Zones (see **Figure 3.2**). The masterplan process will define specific building plots within these areas; and
- the masterplan process will define secondary streets/ pedestrian links through the development zones. These will include secondary routes within the limits of deviation shown by Diagram 2 (see **Figure 3.2**) so as to ensure additional east/ west links to adjoining communities. Further secondary links to ensure permeability will be defined by the masterplan process.

Parameters Relating to Principle 4: A development where car use is limited and well managed

- new off-street car parking provision will be provided to meet the operational/ employee needs of future users and to provide public parking;
- total off-street car parking (including newly created plus any retained existing spaces) will not exceed 3,450 spaces;
- the masterplan will show a balance of on-plot (basement and courtyard) and multi-storey car parking provision, placed to avoid the principal streets being dominated by parking;
- an area travel plan, to be prepared for the Development as a whole, will encourage a progressive increase over time in the use of sustainable modes of travel, relevant to the needs of new businesses and residents;
- the masterplan will show a network of cycle/ pedestrian links and locations for cycle parking; and

- limited on-street parking within the Development, to provide for people with disabilities, to facilitate some evening animation and to enable short stay pick up and drop off.

#### Parameters Relating to Principle 5: Enhanced green space, biodiversity and historic environment

- retention, extension and enhancement of Greyfriars Green as a significant public green space, enhancing community safety, informal recreational usage, ecology and respecting the Conservation Area setting;
- a Site-wide strategy for structured tree planting and for enhanced biodiversity, including elements of greening along the ring road;
- careful attention to enhance the setting of the listed railway station building;
- a Site-wide strategy for assessing the archaeological significance of the Site and for responding to any significant archaeological discoveries during the development process.

#### Parameters Relating to Principle 6: Sustainable building construction and management, limiting carbon emissions

- minimum performance standards for offices (BREEAM Very Good) and for housing (Code 3 Sustainable Homes);
- Site-wide energy strategy;
- Site-wide sustainable drainage (SUDS) strategy;
- Site-wide waste management (WRAP) strategy; and
- Considerate Constructors Scheme.

#### Parameters Relating to Principle 7: A planned townscape with high quality buildings, streets and spaces achieving a distinctive, safe and attractive area

- the masterplan will propose urban design intentions for all streets, squares and spaces to guide the achievement of local character and identity reinforced by appropriate siting, scale and uses of related buildings;
- the masterplan will suggest massing and building heights for each plot, within the constraints shown on Diagram 3: Height Limits Plan (see **Figure 3.3**);
- the masterplan will illustrate a general urban design intent for each of the buildings it proposes, whilst allowing flexibility for individual architectural expression;
- the masterplan will maintain a view of the Three Spires to be revealed within the view cone shown by Diagram 3 (see **Figure 3.3**); and
- a limited number of tall buildings, not exceeding 110m high, may be considered as landmark elements within the masterplan.

#### Parameters Relating to Principle 8: A managed development process

- the masterplan will include a development (including infrastructure) phasing plan.
- a Site-wide management strategy will be implemented to include access and community safety arrangements for the public use of private land.

### 2.3.3 Working Masterplan

The current working masterplan (Masterplan 2) is described below and illustrated in **Figure 3.4**.

#### Offices

Office uses would be located within the central part of the Site, concentrated along Warwick Road and the proposed public square to the north of the Train Station. The working masterplan shows offices located within Buildings C01 to C13, C15 and C16. These buildings are generally around 8 and 9 storeys in height although Buildings C02 and C15 are two of the proposed landmark buildings at 13 storeys in height. Ground floor uses within these buildings would comprise some ancillary uses such as shops, cafes and leisure uses, with office uses on the above storeys.

#### Residential

Residential uses would be located at the eastern and western edges of the Site along Manor Road (Buildings R05 to R08) and Grosvenor Road (Buildings R01 to R04). Buildings R01, R02 and R03 would be restricted to 4 storeys only to protect a key view. Building R04 would be 8 storeys in height. Along Manor Road, the residential buildings would generally be between 4 and 6 storeys in height, except for Building R07 which would comprise a landmark building of 18 storeys in height.

#### Hotels

There would be two hotel buildings within the Site. Building H01 would be located within the western part of the Site and part of the building would be 9 storeys in height and part of it would be 14 storeys in height. Building H02 would be located close to the Train Station and on the new public square. Part of this hotel building would rise to 18 storeys in height as another landmark building and the remainder of the building would be 10 storeys in height.

#### Retail, Leisure and Other Uses

A limited amount of shops and food and drink uses such as cafes, restaurants and bars would be located on the ground floor levels of some of the office and hotel buildings (Buildings C01 to C13, C15, C16 and H02). Some community and leisure uses would also be located at ground floor level within Buildings C01 to C13, C15 and C16.

#### Transport Uses

A multi-storey car park would be provided in the south-western part of the Site within Building C14 which would rise to 9 storeys in height. The existing multi-storey car park situated adjacent to the Train Station would be retained. The majority of buildings would contain one single level of basement car parking and some on-street parking would also be provided.

Two new Train Station entrance buildings on either side of Warwick Road would be provided in response to the likely extension and upgrade of the railway line to Nuneaton. These entrance buildings are unlabelled on the working masterplan but shown to the south of Buildings C13 and C15.

Public transport provision would be enhanced with the following measures:

- Warwick Road north of the Ring Road would include a bus priority route;
- bus lanes would be provided in both directions on Warwick Road through the Development; and
- a new bus/rail interchange would be provided on Warwick Road above the Station. The bus stops on Warwick Road would be linked by stairs and lifts to platform level and would enable passengers using the whole Station to reach the bus stops easily.

## Highways Arrangements

The key infrastructure would be the removal of the Junction 6 gyratory while maintaining the Ring Road mainline alignment beneath a green bridge, decking over the Ring Road and allowing Greyfriars Green to 'flow' towards the Station. In order to create a more pedestrian friendly environment with lower traffic flows on Warwick Road and to enhance the benefits of extending Greyfriars Green towards the Station, the Ring Road anticlockwise carriageway on-slip off Junction 6 would be removed. This allows the gyratory to be replaced by a more compact junction and means only one significant at-grade crossing for pedestrians between the Station and the City Centre. Traffic would be able to travel anticlockwise around the Ring Road by travelling from Warwick Road along New Union Street and joining at Junction 5 of the Ring Road. All other slip road accesses to and from the Ring Road would be maintained.

Primary routes would be maintained/provided to key locations such as the Central Six Retail Park. Secondary routes would be provided as part of the Development which would form a low speed environment with speed limited to 20mph through the use of appropriate design of materials and street furniture. During the day it will not be possible to drive across Station Square, however, in the evening this square will be opened out allowing informal parking to access restaurants and bars etc.

At the Train Station a private vehicle drop-off point would be provided off Warwick Road and a taxi only drop-off/pick-up facility would also be provided in front of the Station.

## Public Realm

As prescribed by the Development parameters, a main public square would be located to the north of the Train Station. Other smaller areas of hard landscaped areas would be located to the west of Building R05, to the east of Building R07 and to the north of Building C12.

The formal parkland of Greyfriars Green would be extended across the ring road which is also as prescribed by the Development parameters. Further soft landscaping would be provided in association with residential uses (Buildings R01 to R06 and R08) as well as an area adjacent to Building C16. Street tree planting would also be provided along the Warwick Road boulevard and other street locations as well as within Station Square.

### **3. Consultation**

Consultation with relevant bodies assists in ensuring that all relevant environmental issues are identified, together with the likely significant environmental impacts associated with the Development. Various consultations and meetings have taken place with officers of CCC and other statutory consultees. In particular, meetings were held with officers at CCC on 18 January 2007 and 10 August 2010 where the scope of the EIA was discussed.

Consultation with statutory and non-statutory consultees will continue throughout the EIA process. Consultees will be asked to give their views as to the potential environmental impacts that may arise as a result of the Development, where relevant to their specialist field and provide any further information that may assist with the EIA (e.g. baseline data, methodological advice). The following organisations that have been and will continue to be consulted throughout the EIA process include:

- CCC;
- Environment Agency;
- Natural England;
- Highways Agency;
- Network Rail; and
- Severn Trent Water.

## **4. Key Issues to be Addressed by the EIA**

### **4.1 Introduction**

The EIA will be undertaken in accordance with the requirements of the EIA Regulations and current good practice guidance. All technical studies will also be undertaken in accordance with relevant industry standard and good practice guidance.

The legal minimum requirements for the content of an ES are set out in Schedule 4 of the EIA Regulations. It is recognised that for the ES to fulfil its primary objective of enabling environmental considerations to be incorporated into the decision-making process, it must be focused on the most potentially significant environmental issues. These key issues have been identified through consultation with statutory consultees, consideration of available baseline information and professional judgement. The key issues which have been 'scoped in' the EIA are described below. The following sections therefore define the focus of the EIA and therefore the content of the ES.

The ES will also include a summary of the relevant environmental legislation and planning policy that applies to the Development. The review will encompass national, regional, and local planning policies that are considered pertinent to the key issues addressed as part of the EIA.

### **4.2 Transport and Access**

#### **4.2.1 Overview of Baseline Conditions and Key Issues**

The location of the Site within central Coventry is such that it is highly accessible from the highway network being located on the Ringway A4053 and Warwick Road A429 as well as being highly accessible by public transport services with Coventry Railway Station being located within the south of the Site and 15 bus routes running to or through the Site. The Site also benefits from being located in the city centre close to existing shops and amenities resulting in good pedestrian links. The Site is recognised as the most sustainable transport location in Coventry for a development of this type.

#### **4.2.2 Potential Impacts**

Potential impacts on transportation and access are likely to include:

- temporary impacts to pedestrians, cyclists, and road vehicle users during the construction phase and the preparation of measures to reduce these impacts (e.g. Site hoarding, pedestrian signage etc);
- changes to the routes and flows of traffic on the local road network during the construction and operational phases of the Development and any associated effects on traffic congestion and junction capacity;
- the changes to the layout of Junction 6 of the Ring Road as a result of the Development may cause the re-routing of some traffic with impacts on local roads for which mitigation measures will be considered, as necessary;
- longer term benefits to the amenity of local pedestrians, cyclists and public transport users once the Development is completed through the provisions of new and improved routes and facilities; and
- effects of the scheme on public transport during the construction phase and the service and accessibility benefits arising during the operational phase.



### 4.2.3 Approach and Methodology

A Transport Assessment is to be prepared by Arup in accordance with transport and land use policy which will be submitted as a stand-alone document to support the application and will also be summarised in the ES. The scope of the Transport Assessment will be agreed with the highway authority. The Transport Assessment Report will set out the existing conditions, benefits and effects of the Development in the context of local, regional and national transport and land use policy and include mitigation measures where applicable. A Travel Plan will accompany the Transport Assessment, this will set out the approaches to be adopted to encourage sustainable modes of transport and mitigate the traffic impacts of the development.

## 4.3 Noise and Vibration

### 4.3.1 Overview of Baseline Conditions and Key Issues

Residential properties and Cheshunt School exist in the vicinity of the Site which would be sensitive to changes in noise levels during the demolition and construction phase of the Development.

Existing noise levels within the Site and surrounding area are dominated by road traffic on the local road network. Consequently, consideration of the suitability of the Site for new residential use is required.

Once the Development is completed, changes in road traffic noise as a result of the Development are likely to impact on nearby sensitive receptors such as residential properties and the school. Associated with this is the possibility that mitigative action may be required under the Noise Insulation Regulations, as a result of proposed highways alterations.

Noise and vibration impacts could arise from the operation of new commercial uses (e.g. mechanical service plant and HGV service bays) upon existing dwellings or other sensitive uses either within, or near to the Development.

### 4.3.2 Potential Impacts

Potential noise and vibration impacts during the construction and operational phases to be addressed within the ES are as follows:

- noise and vibration impacts arising from construction processes affecting sensitive receptors (residential properties surrounding the Site and the Cheshunt School on Manor Road);
- noise impacts to future residents within the Development from existing transport related noise sources;
- noise impacts to existing and future residents from changes in traffic associated with the Development;
- noise impacts to existing and future receptors from mechanical building services plant and HGV servicing at commercial buildings; and
- noise impacts on sensitive receptors within and surrounding the Site from commercial and late night uses (bars and restaurant).

### 4.3.3 Approach and Methodology

The noise and vibration assessment would include the following:

- an update to the day-time baseline noise survey carried out in August 2007 to define current ambient noise levels at existing sensitive receptors within and adjacent to the Site and areas of proposed residential dwellings. For the night-time period, the baseline noise survey was undertaken in May 2009, and therefore this data would be used for the purposes of the assessment. Particular regard would be given to the operational impacts of the station;

- assessment of construction noise and vibration impacts in accordance with BS 5228: 2009 '*Noise and Vibration Control on Construction and Open Sites*';
- an assessment in accordance with Policy Planning Guidance Note 24 (1994) '*Planning and Noise*' for the residential element of the Development, whereby the baseline noise levels of the Site would be assessed with regard to suitability for residential development and to ascertain if mitigation measures would be required on any parts of the Site proposed for residential development with reference to BS 8233 (1999) and World Health Organisation guidelines;
- prediction of the changes in road traffic noise levels resulting from the operational Development using Calculation of Road Traffic Noise (CRTN) methods and consideration of predicted noise levels under the Noise Insulation Regulations, where applicable;
- consideration of the impact of noise and vibration from the operation of proposed commercial uses (e.g. mechanical service plant and HGV service bays) upon existing dwellings or other sensitive uses either within the Development or in its vicinity, in accordance with BS 4142: 1997 '*Method for Rating Industrial Noise Affecting Mixed Residential and Industrial Areas*' or other relevant criteria;
- qualitative assessment of noise impacts from bars and restaurants; and
- formulation of mitigation measures where appropriate.

## 4.4 Air Quality

### 4.4.1 Overview of Baseline Conditions and Key Issues

A city wide AQMA has been declared for Coventry. Existing sensitive residential properties are located within, and surrounding the Site, which could be affected by dust generated during demolition and construction works. The Development is likely to generate traffic flow changes on the local road network and therefore there is potential for levels of air pollutants to be increased at some locations.

### 4.4.2 Potential Impacts

Potential impacts during the construction and operational phase to be addressed in the ES are as follows:

- short-term temporary impacts on local air quality and sensitive receptors as a result of increased dust emissions and particulates during demolition and construction activities;
- short-term localised increases in traffic borne emissions during the construction phase as a result of construction traffic; and
- long-term impacts on local air quality, particularly nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM<sub>10</sub>) concentrations from development-related operational traffic.

### 4.4.3 Approach and Methodology

The assessment would comprise the following:

- identification of potentially sensitive receptor locations, such as existing and proposed residential properties that could be affected by changes in air quality that result from the construction and operational phases of the Development;
- undertaking NO<sub>2</sub> diffusion tube monitoring performed in accordance with LAQM.TG(09) for 3 months at six locations;
- review of the baseline conditions of the Site, using available background data from CCC and the data obtained from diffusion tube monitoring;

- application of ADMS Urban dispersion air quality model, using data from the Transport Assessment to assess the impact of traffic generated by the Development on local air quality, particularly NO<sub>2</sub> and PM<sub>10</sub> and using the data obtained from diffusion tube monitoring to validate the model;
- liaison with CCC's Environmental Health Officer, regarding the various assumptions and scenarios to be modelled; and
- assessment of the significance of impacts through comparison of modelling results with UK air quality standards and objectives and where necessary, the identification of mitigation measures to address any adverse impacts.

## 4.5 Townscape and Visual Amenity

### 4.5.1 Overview of Baseline Conditions and Key Issues

The Site and its surrounds is representative of the urban development landscape. The character of the Site is largely dominated by modern commercial buildings and infrastructure and postmodern retail uses. The Site is visible from neighbouring residential and commercial properties, roads and the railway. However, due to the setting, and built form surrounding the Site, the zone of visual influence of the Site is restricted.

The northern part of the Site is located within the Greyfriars Green Conservation Area. Kenilworth Road Conservation Area is located immediately south of the Site and extends across the southern tip of the Site.

The 'three spires' of Coventry provide the city's famous skyline which are visible from the Site. It is proposed that the key views of the 'three spires' would be retained.

### 4.5.2 Potential Impacts

Potential impacts on the townscape and visual amenity include:

- temporary visual intrusion during construction works;
- impact on urban structure and pedestrian amenity;
- effects on views from the neighbouring residential properties;
- effects on views within the Site;
- effects on views to Greyfriars Green and the city centre;
- effects on views from the city centre to the Site;
- effects on the city skyline from long distance views; and
- effects on townscape character and quality.

### 4.5.3 Approach and Methodology

The methodology will follow the '*Guidelines for Landscape and Visual Impact Assessment*' (Second Edition, 2002), and would be adapted for townscape analysis, where appropriate. It is proposed that the representative photoviewpoint locations, agreed with CCC for the previous ES pertaining to the Site (Waterman, October 2009), would be used for the basis of this assessment. The proposed viewpoints are illustrated in **Figure 4**.

The assessment would include the following:

- desk study to obtain existing information regarding the Site and surrounding environs. This would include reference to a tree survey drawing prepared by Neil Tully Associates and designations relating to the area;
- use information obtained during the field survey carried out in May 2009 to ascertain townscape character and visual context;
- qualitative assessment of the townscape character of the Site, together with the sensitivity of the townscape to change. This would include the classification of the townscape into units distinct and recognisable character; and
- qualitative assessment of the Development proposals on the key views using professional judgement.

## **4.6 Archaeology and Cultural Heritage**

### **4.6.1 Overview of Baseline Conditions and Key Issues**

The northern part of the Site is situated within the Greyfriars Green Conservation Area. Kenilworth Road Conservation Area is located immediately to the south of the Site and extends across the southern tip of the Site.

The Grade II listed Coventry Railway Station is located in the south of the Site. There is also a locally listed building; The Rocket public house, which is located on Warwick Road towards the south of the Site.

The Conservation Officer at CCC has confirmed that there are no museums, theatres, cinemas or any structure that could be defined as a cultural centre within the Site. The Conservation Officer has, however, identified the importance of a line of evergreen oak trees in Greyfriars Green with historic value.

### **4.6.2 Potential Impacts**

It is likely that there is only limited potential for archaeological remains to survive within the majority of the Site due to 20<sup>th</sup> century development although limited areas of the Site have much higher potential. Potential impacts on archaeology primarily relate to the possibility of the disturbance, removal or destruction of archaeological deposits during demolition and construction works, including the construction of building foundations. It is unlikely that archaeology would be impacted once the construction of the Development is completed.

Cultural heritage impacts would involve the direct impact of the loss of the locally listed public house, The Rocket, and indirect impacts on the setting of Coventry Railway Station and Greyfriars Green, the latter of which is located within the Conservation Area. There could be possible impacts on the setting of the Kenilworth Road Conservation Area.

### **4.6.3 Approach and Methodology**

The assessment will be guided by the '*Standard and Guidance for Desk-based Assessments*' issued by the Institute of Field Archaeologists (2001).

A desk-based archaeological assessment of the Site, undertaken by Waterman in 2007, and updated in 2009, will form the basis of the assessment. This report presents an assessment of the archaeological potential of the Site using available archaeological and historical information from documentary and cartographic sources. A Site visit was also carried out to assess the architectural merit, condition and setting of the standing buildings of heritage interest and other historic features such as Greyfriars Green.

CCC has confirmed that they do not require intrusive archaeological work ahead of the outline planning application and therefore evaluation work will not be carried out as part of the EIA.

## **4.7 Ground Conditions and Contamination**

### **4.7.1 Overview of Baseline Conditions and Key Issues**

British Geological Survey Map Sheet 169 of Coventry (1:50,000 Solid and Drift Edition) indicates that there are no drift deposits at the Site. The Site is underlain by the Bromsgrove Sandstone Formation in the northern, central and eastern areas of the Site, the Allesley Member of the Meriden Formation in the south-western corner of the Site and the Corley Sandstone, Keresley Member of the Meriden Formation across the far northern tip of the Site. Made Ground has been encountered on parts of the Site during previous ground investigations.

The underlying sandstone is highly permeable and supports a Principal Aquifer which is abstracted for potable water supplies. The western part of the Site is located within a Groundwater Source Protection Zone III (Total Catchment). The protected source, which relates to a public water supply, is located approximately 900m to the north-west of the Site and is for public water supplies.

The nearest surface watercourse to the Site is the River Sherbourne, which is located to the north of the Site. The closest stretch of the River Sherbourne flows approximately 230m north of the Site. The River Sherbourne is culverted through the city centre.

A number of historical potentially contaminative uses have been identified on the Site, including: railway sidings, storage tanks, goods sheds; works and a garage.

Although coal reserves exist within the locality of the Site, according to the Coal Authority, the Site is not located within a zone of likely influence of any past or present underground workings. There are no known coal mine entries.

The Site is likely to have been subjected to bombing during World War II.

### **4.7.2 Potential Impacts**

Potential impacts from the proposed Development include:

- risk to human health from residual ground contamination during the construction and operational phases of the Development;
- risk to construction workers from potential unexploded ordnance;
- contamination of the River Sherbourne and underlying aquifer during the construction and operational phases of the Development;
- changes to existing groundwater regime during piling operations to construct foundations;
- chemical degradation to underground structures from residual contamination; and
- plant uptake of residual contamination.

Since the Coal Authority Report indicates that the Site is not located within a zone of likely influence of any past or present underground coal workings, it is proposed that the impact of differential settlement of building structures resulting from underground coal mining can be scoped out of the EIA.

### **4.7.3 Approach and Methodology**

In order to assess the potential impacts identified above, a desk-based qualitative risk assessment would be undertaken for the Site. This would include a review of all available documentary sources of information to ascertain the existing ground conditions at the Site. To facilitate the risk assessment for ground contamination, a conceptual Site model will be formulated and presented in the ES to determine the potential contamination risks associated with the Site using a source, pathway, receptor approach.

Where necessary, measures would be recommended to mitigate any adverse impacts identified including the provision of an outline strategy for site investigation to be undertaken following grant of planning consent.

## **4.8 Flood Risk and Drainage**

### **4.8.1 Overview of Baseline Conditions and Key issues**

The Site is located on the southern side of the River Sherbourne valley. The River Sherbourne, which at the closest point to the Site, lies approximately 230m to the north and flows in a south-easterly direction through the city centre. The river is culverted for approximately 1.7km through the city centre.

The Environment Agency has confirmed that the Site is located within Flood Zone 1, where the risk of flooding is considered low.

The majority of the Site is covered in hard-standing and surface water runoff currently drains into a network of public combined and surface water sewers. Within areas of soft landscaping, rainwater within these areas appear to soak into near-surface soils.

Severn Trent Water has confirmed that the existing public combined sewer system has insufficient capacity to accommodate the anticipated increase in foul flows generated from the Development. However, Severn Trent Water has indicated that they would accept discharges of surface water run-off to the existing public sewer system, at specific locations and rates of discharge.

### **4.8.2 Potential Impacts**

The Development would potentially result in a slight increase in the extent of the impermeable area on the Site, which could increase the rate of surface water runoff into the local sewers. Since the Site is located within Flood Zone 1, an area with little or no risk of fluvial flooding, the ES would focus on the impacts from the proposed surface water drainage of the Development.

It is anticipated that the Development would increase the volume of foul water discharge to the existing public combined sewer.

### **4.8.3 Approach and Methodology**

A Flood Risk Assessment (FRA) would be carried out in accordance with Planning Policy Statement 25: '*Development and Flood Risk*'. A preliminary Drainage Strategy would be developed in conjunction with the FRA. This would include consultation with the Environment Agency, Severn Trent Water and CCC in relation to confirm the capacity of the sewer infrastructure and use of Sustainable Drainage Systems. The preliminary Drainage Strategy would identify appropriate mitigation measures, where necessary, which would be summarised in the ES.

## **4.9 Ecology**

### **4.9.1 Overview of Baseline Conditions and Key Issues**

The Site is not covered by any statutory or non-statutory nature conservation designations. The Site is urban in nature and dominated by buildings and hard-standing. Individual and small groups of trees, together with amenity green space, exist principally in the northern part of the Site.

One single storey outbuilding on the Site is known to support a minor common pipistrelle (*Pipistrellus pipistrellus*) roost. No other evidence of roosts has been recorded within the Site, and no trees on the Site are considered to have the potential to support roosting bats.

#### 4.9.2 Potential Impacts

Potential impacts on ecology primarily relate to the disturbance of bats and loss of the minor bat roost in the outbuilding during the demolition and construction phase. Clearance of ornamental vegetation and scrub also has the potential to disturb common species of birds during the demolition and construction phase. However, once the Development is completed there is the potential for long-term ecological enhancement within the Site through appropriate landscaping.

#### 4.9.3 Approach and Methodology

A Phase 1 Habitat Survey was carried out in 2007 and subsequently updated in 2009. In addition, a number of buildings were visually inspected in 2007 for evidence of bats, and two emergence surveys were subsequently carried out between August and September of the same year. Further building searches, bat activity and emergence surveys were carried out in May and June 2009.

The ecological assessment would be informed by the results of the updated Phase I Habitat Survey and bat surveys. The assessment would include consideration of other available ecological information pertaining to the Site and surrounding area, particularly in relation to any relevant protected species records for the area. The assessment would be undertaken in accordance with the 'Guidelines for Ecological Impact Assessment in the United Kingdom' (IEEM, 2006).

### 4.10 Socio-Economics

#### 4.10.1 Overview of Baseline Conditions and Key Issues

The Development includes the provision of residential units, commercial offices and retail space. Key issues therefore include employment opportunities, the potential increase in the demand for schools, public services and amenities together with the contribution of the Development towards the housing and economic objectives of the local area and wider region.

#### 4.10.2 Potential Impacts

The mixed use Development is likely to have a range of social and economic impacts in the area. Some of these impacts will be temporary during the demolition and construction works, and others will be long term and permanent. Potential significant impacts are likely to include:

- short-term increase in employment during construction works;
- long-term economic benefit including increased employment once the Development is complete;
- impact on the West Midlands Economic Strategy in terms of the Development's contribution towards the Strategy's policy;
- increased demand on schools, healthcare facilities and amenity areas and open space; and
- changes to mix and balance of housing in the area.

#### 4.10.3 Assessment Methodology

The socio-economic assessment would comprise a desk-based assessment utilising accepted secondary data sources available in the public domain. The assessment would comprise the following:



- a review of local baseline conditions at the Site and in the surrounding area to ascertain existing demographics, school capacities, healthcare facilities, open space etc;
- a consideration of the economic development and open space policy at the local, regional and national level;
- an assessment of likely scale, scope, permanence and significance of identified impacts; and
- the preparation of mitigation measures, where appropriate.

The assessment will be quantified, wherever possible; otherwise, a qualitative assessment would be undertaken based on professional experience and judgement.

## **4.11 Wind Microclimate**

### **4.11.1 Overview of Baseline Conditions and Key Issues**

Meteorological data for the Site indicate prevailing winds from the southwest throughout the year and secondary winds from the north easterly direction particularly during the springtime. By changing the location and massing of buildings and other structures at the Site, the Development has the potential to affect local wind conditions for pedestrians at ground level.

### **4.11.2 Potential Impacts**

The potential significant impacts to be addressed would be the impacts on pedestrian comfort and safety at the Site following redevelopment due to changes to the local wind environment.

### **4.11.3 Assessment Methodology**

It has been agreed with CCC that a desk-based wind assessment will be undertaken. The assessment will comprise a comparison of the likely wind conditions following Development using baseline wind data with the desired wind conditions to indicate whether the wind conditions are suitable for the intended pedestrian activity at a particular location. Should this assessment raise any significant issues of concern then further studies and assessment will be considered and discussed with CCC.

## **4.12 Cumulative Impacts**

### **4.12.1 Definition and Potential Impacts**

Cumulative impacts are those that result from incremental changes caused by other past, present or reasonably foreseeable activities or projects in the local area, in combination with the proposed Development. Cumulative impacts can be split into two categories:

- impact interactions, which are the combination of individual impacts on a particular receptor, for example noise, dust and visual impacts, from the proposed Development; and
- cumulative impacts, which are the combination of impacts from several developments, that individually may be insignificant, but when considered together could result in a significant cumulative impact.

### **4.12.2 Approach and Methodology**

Discussions with CCC's Planning Officers have identified the following committed developments (all residential developments) that could potentially have cumulative impacts with the Development:

- Earlsdon Park;



- Belgrade Plaza; and
- Friars Road.

In addition, CCC's Highways Officers have advised that assessment of traffic related impacts should take account of future traffic growth from future city centre development and other committed developments in the wider area and have provided traffic data in accordance with this principle. As a result, the traffic assessment, traffic noise assessment and assessment of traffic-related air quality impacts will all inherently be cumulative impact assessments. A full list of the committed developments that will be considered within all traffic-related cumulative impact assessments is provided at **Appendix A**.

Where possible, any cumulative impacts identified would be assessed quantitatively through detailed modelling (for example, the cumulative traffic-related impacts mentioned above). Where quantified assessment is not possible, cumulative impacts would be assessed qualitatively using the findings of the individual EIA technical studies for the Development, any available information from the identified committed developments to be considered and professional judgement.

## 5. Non-Significant Issues

The aim of this Scoping Report is to focus the EIA on those environmental issues that may be significantly affected by the Development proposals. In doing so, issues may be 'scoped out', in that the potential for significant impacts has been deemed unlikely. The following section provides details of the issues that have been 'scoped out' of the EIA.

### 5.1 Daylight, Sunlight and Overshadowing

By changing the location and massing of buildings and other structures within the Site, the Development has the potential to affect the level of daylight received by nearby sensitive properties.

Premises to the north and east of the Site are non-sensitive retail and commercial premises, which will be situated at some distance from proposed new buildings. Although residential properties exist to the south of the Site, due to their relative location to the proposed new buildings, they will not experience daylight or sunlight impacts.

Therefore the only properties considered potentially sensitive to this impact are residential properties present at approximately 20m to the west of the Site along Grosvenor Road. Since the proposed new buildings along Grosvenor Road to the west of the Site would be no more than 4 storeys in height (maximum of 13m), there is unlikely to be significant daylight, sunlight or overshadowing impacts on the existing residential properties to the west. It is therefore proposed to scope out daylight, sunlight and overshadowing impacts from the EIA.

### 5.2 Waste

It is likely that waste from demolition and refurbishment works as well as a limited amount from construction of new buildings would occur during the demolition and construction phase. This would be the case for any redevelopment project and the critical aspect is how this waste is managed. For this reason, large construction projects are required to be undertaken in accordance with a Site Waste Management Plan which can be prepared following consent. Once operational, an increased quantity of domestic and commercial waste is also likely to result from the Development.

A Site Waste Management Plan would be prepared for the proposed Development which would provide a strategy for waste management during demolition, construction and operational phases of Development. Implementation of the Site Waste Management Plan would ensure that good Site management practice would lead to a minimisation of waste creation and enable the re-use or recycling of waste materials that arise from the demolition and construction process where practicable.

The potential waste impacts are considered to be insignificant following implementation of the Site Waste Management Plan and it is therefore considered that waste impacts should be scoped out of the EIA. Note that the appropriate management, potential treatment and disposal of any contaminated soils or hazardous materials to be removed from the Site will be addressed as part of the Ground Conditions and Contamination assessment (**Section 4.7.2** refers).

### 5.3 Light Pollution

Current lighting levels at the Site are typical of urban city centre locations which are well lit and can create light spill and glare where light installations are dated and do not accord with modern design standards.

The impact of artificial light pollution depends on the design of proposed lighting installations which will not be considered as part of an outline planning application. However, at least some existing light installations would be replaced as a result of the Development. The lighting design for all new light installations must accord with modern lighting standards. Modern lighting design includes for the use of

white light which reduces glare and also includes for directional lighting with cut-off to reduce horizontal and vertical light spill. It is therefore considered that although the Site's use would intensify following Development, there is unlikely to be a significant change in light pollution impacts. It is therefore considered that light pollution impacts can be scoped out of the EIA.

## **6. Proposed Structure of the Environmental Statement**

The proposed structure of the ES is set out below based upon the EIA Regulations and current best practice:

### **Environmental Statement: Volume 1: Main Text**

This will contain the full text of the EIA. The proposed chapter headings are set out below:

- Introduction;
- EIA Methodology;
- Description of the Development;
- Development Programme and Construction;
- Planning Policy Context;
- Transport and Access;
- Noise and Vibration;
- Air Quality;
- Townscape and Visual Amenity;
- Archaeology and Cultural Heritage;
- Ground Conditions and Contamination;
- Flood Risk and Drainage;
- Ecology;
- Socio-Economics;
- Wind Microclimate; and
- Cumulative Impacts.

### **Environmental Statement: Volume 2 – Technical Appendices**

This will provide detailed supporting data and the full text of a number of technical assessments and will be supplied in a separate volume or series of volumes.

### **Environmental Statement: Volume 3 – Non-Technical Summary**

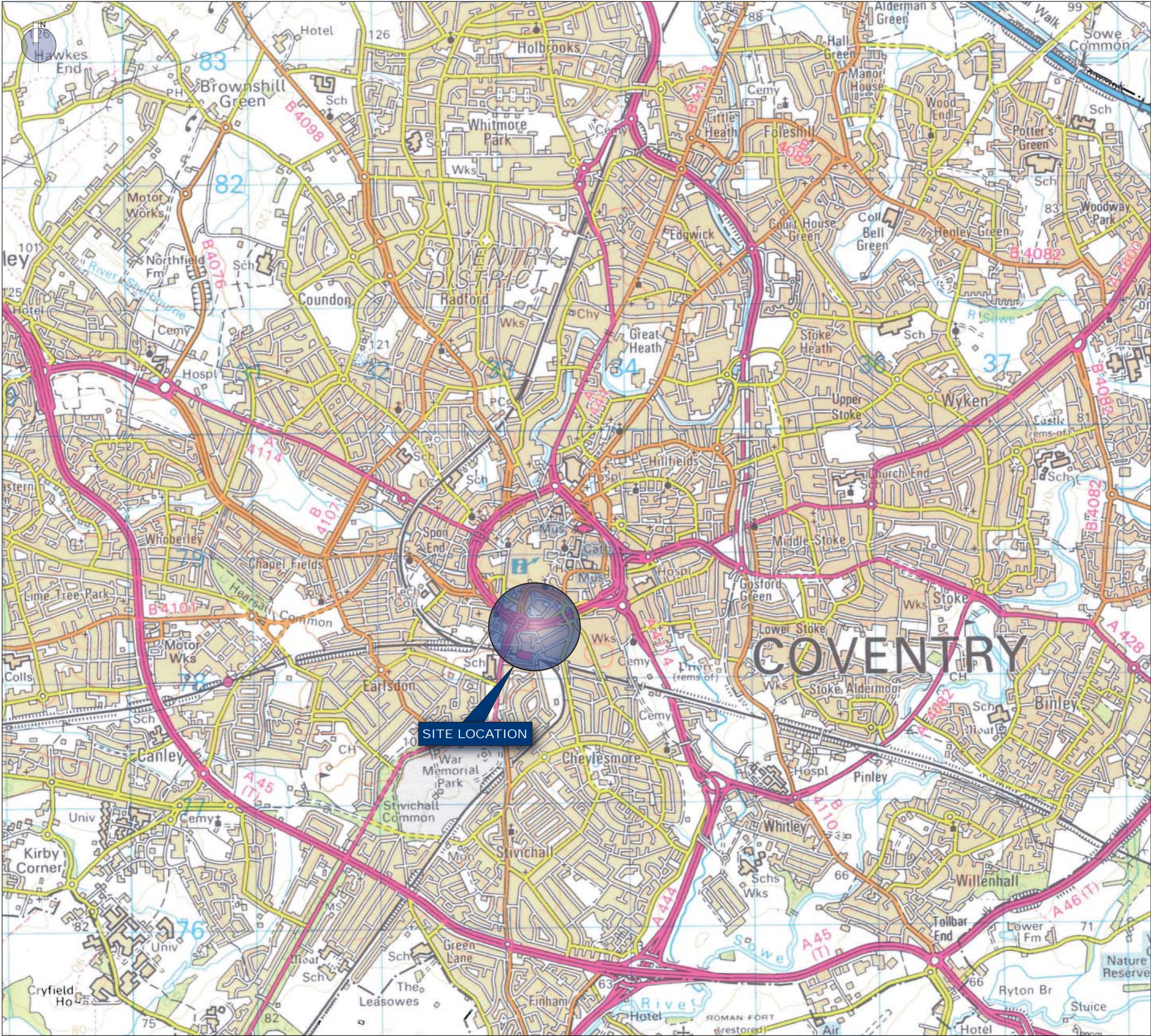
This will provide a concise summary, in non-technical language i.e. 'plain English', of the key information in the EIA. The Non-Technical Summary will be produced as an illustrated stand-alone document in a format suitable for public dissemination.

## Figures

Figure 1	Site Location Plan
Figure 2	Site Boundary Plan
Figure 3.1	Diagram 1 Public Realm Areas
Figure 3.2	Diagram 2 Development Zones
Figure 3.3	Diagram 3 Height Limits Plan
Figure 3.4	Masterplan 2
Figure 4	Photoviewpoint Locations



**Note:** Not to scale



Project Details EN6508: Friargate, Coventry

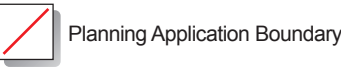
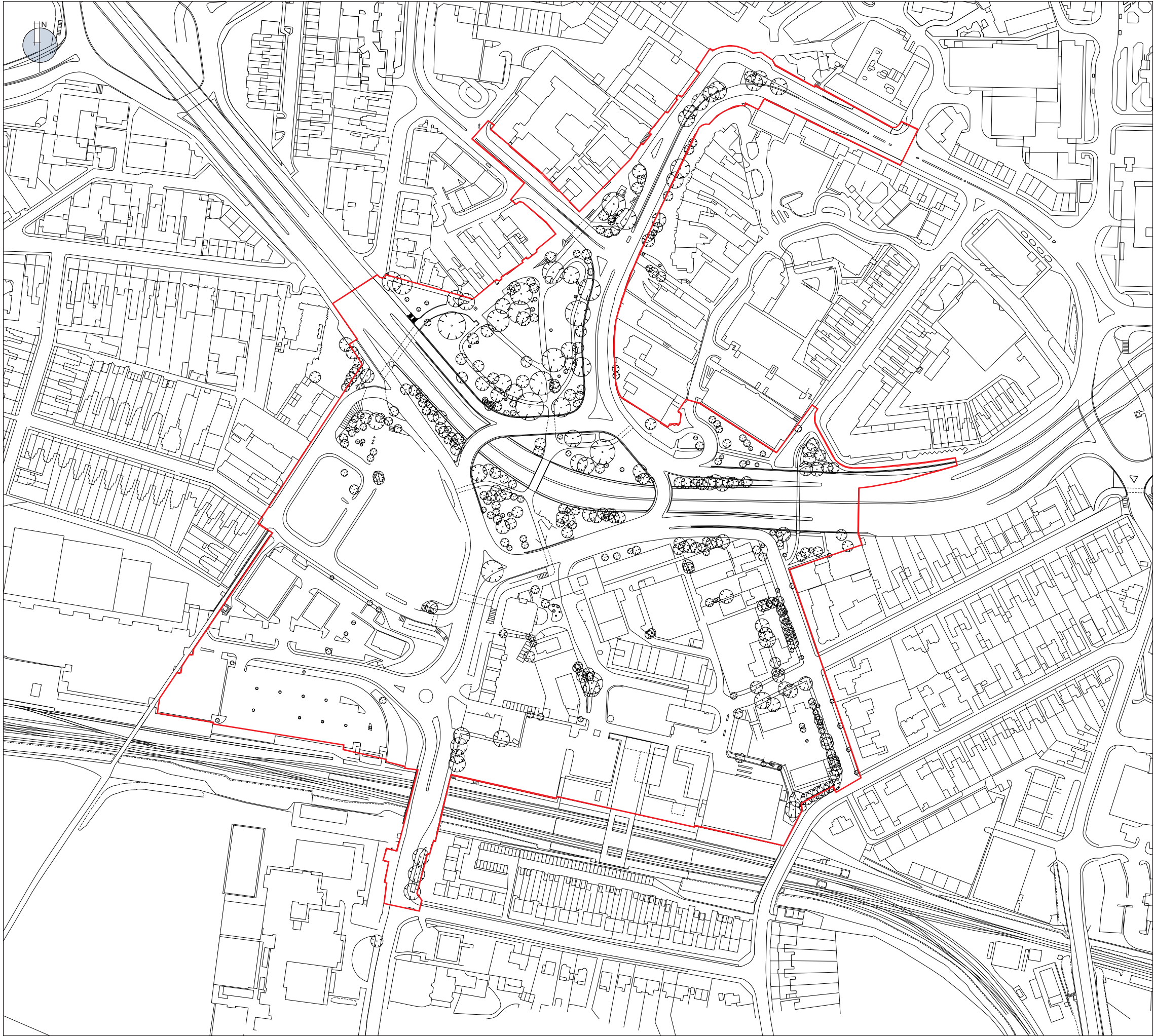
Figure Title Figure 1: Site Location Plan

Figure Ref EN6508.GR.NTS.1

Date July 2009

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**Note:** Not to scale

Project Details	EN6508: Friargate, Coventry
Figure Title	Figure 2: Planning Application Boundary
Figure Ref	EN6508.GR.NTS.2
Date	July 2009
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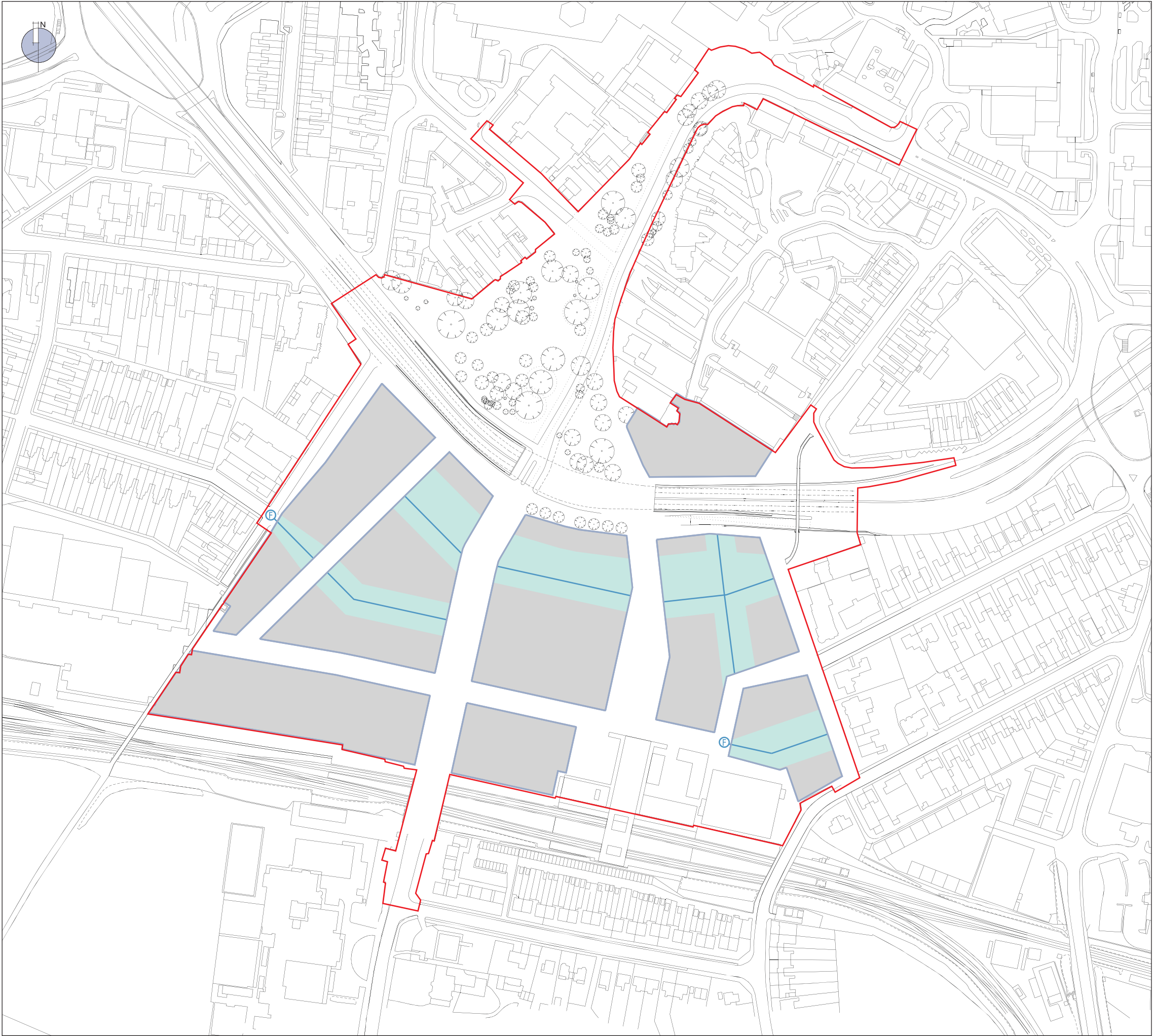








-  Planning Application Boundary
-  Principal Public Realm Areas
-  Indicative Alignment
-  Greyfriars Green

**Note:** Not to scale

Project Details	EN6508: Friargate, Coventry
Figure Title	Figure 3.1: Diagram 1 - Public Realm Areas
Figure Ref	EN6508.GR.ES.3.1
Date	July 2009
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-  Planning Application Boundary
-  Development Zones
-  Development Zone Boundary
-  Secondary Vehicular Access Route
-  Fixed Point of Connection to Existing Street
-  Limit of Deviation for Secondary Routes (up to building frontage)

**Note:** Not to scale

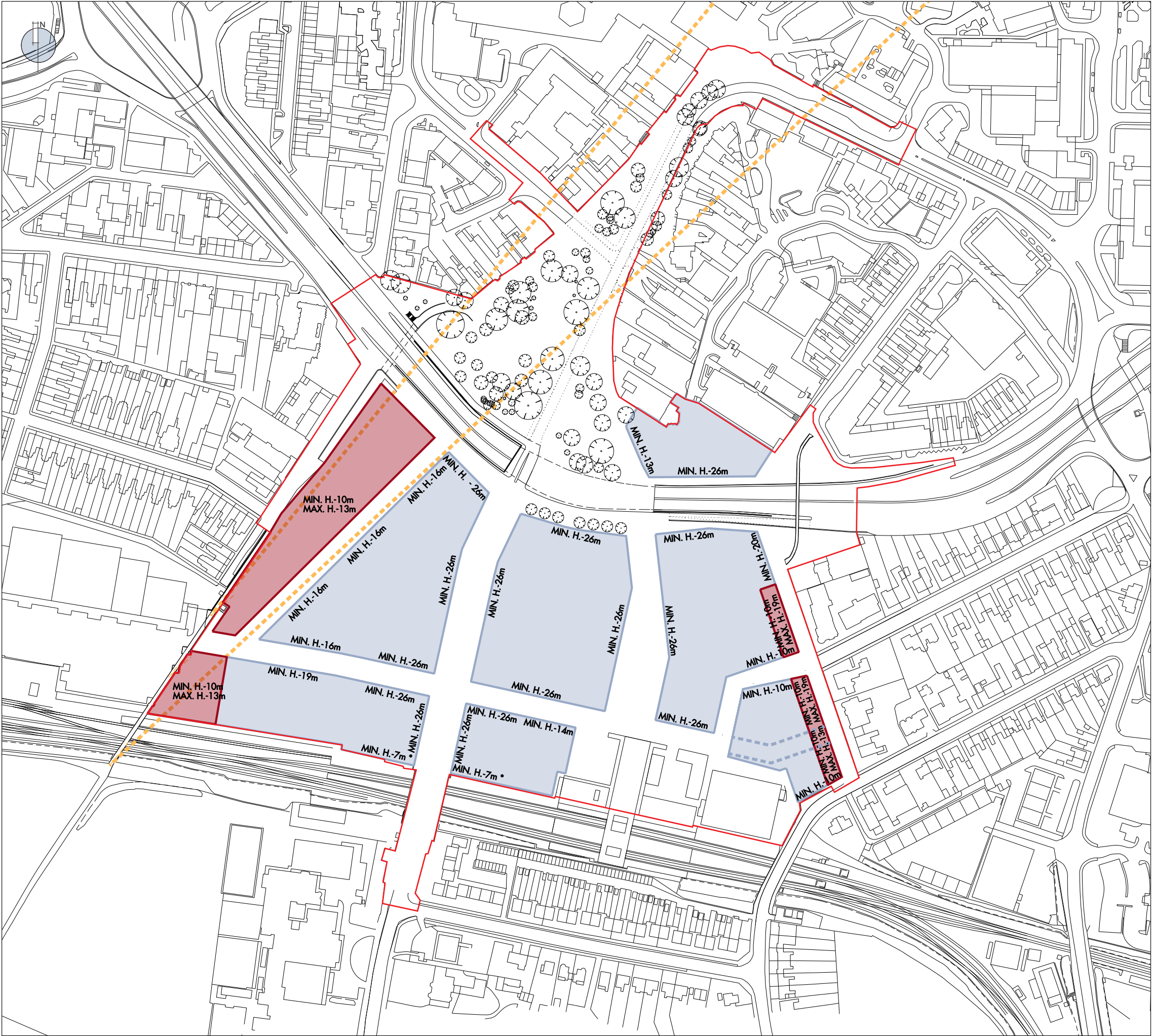
Project Details	EN6508: Friargate, Coventry
Figure Title	Figure 3.2: Diagram 2 - Development Zones
Figure Ref	EN6508.GR.ES.3.2
Date	September 2010
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-  Planning Application Boundary
-  Key View
-  Development Zone with Restricted Building Heights
-  Development Zone where Tall Buildings Possible (110m Maximum Height)

MIN. H. 10m  
MAX. H. 13m APPROXIMATE MINIMUM/ MAXIMUM HEIGHTS ABOVE STREET  
LEVEL OF FRONTAGE TO BE ACHIEVED OVER 75% OF PLOT EDGE  
MIN. H. 7m APPROXIMATE MINIMUM HEIGHT, ABOVE LOWER ADJACENT  
STREET LEVEL, OF BUILDING WITHIN DEVELOPMENT PLOT

Note: Not to scale



Project Details	EN6508: Friargate, Coventry
Figure Title	Figure 3.3: Diagram 3 - Height Limits Plan
Figure Ref	EN6508.GR.ES.3.3
Date	July 2009
File Location	\\nt-inss\\wef\\projects\\EN3300's-8100's\\EN6500s\\EN6508\\graphics\\issued figures
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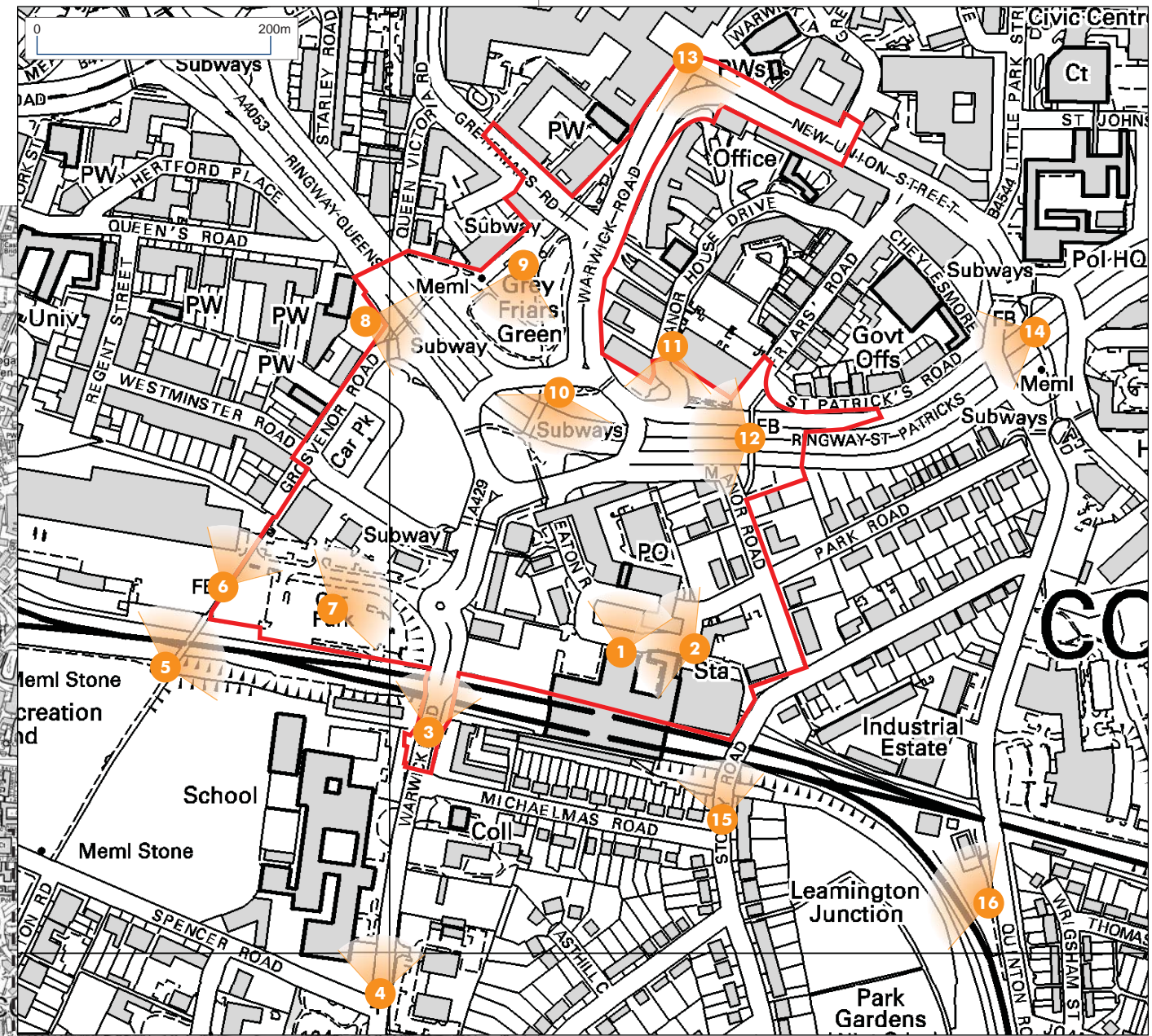
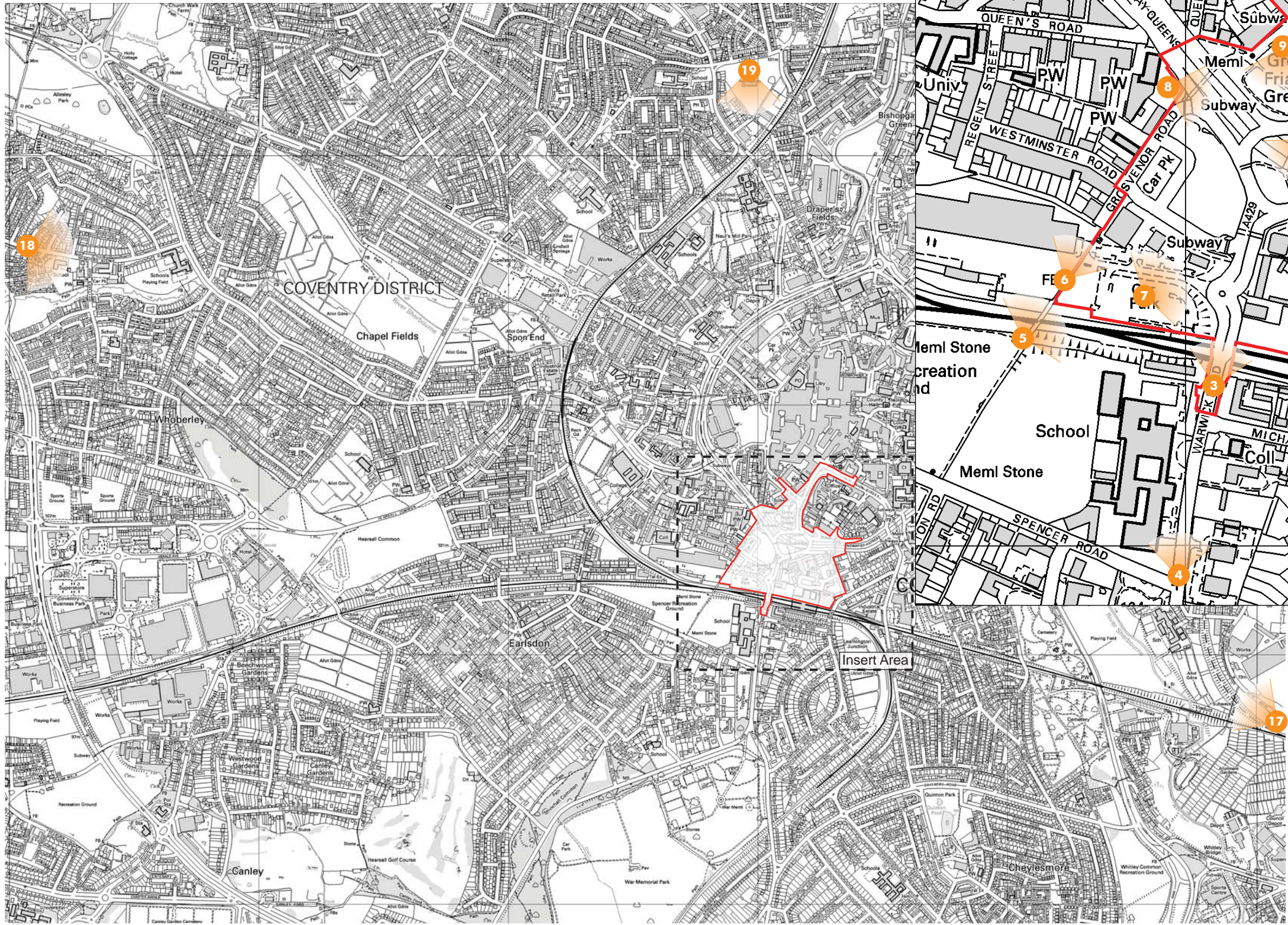
- 8



 Number of Storeys
- Plot Boundary

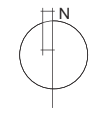
**Note:** Not to scale

Project Details	EN6508: Friargate, Coventry
Figure Title	Figure 3.4: Masterplan 2
Figure Ref	EN6508.GR.ES.3.4
Date	September 2010
File Location	\\nt-lpnp2\well\projects\EN3300's-8100's\EN6500s\EN6508\graphics\issued figures





-  Site boundary
-  Photoviewpoint location



Project Details	Friargate, Coventry
Title	Figure 4: Photoviewpoint Locations
Scale	As shown (approximate)
Drawing Ref	E6508/15a
Date	May 2009
Checked	BC/TB



**Appendix A      List of Committed Developments to be included  
within the Cumulative Impact Assessment for Traffic-  
Related Impacts**

**Table 1      2016 Committed Developments**

Input	Planning Authority	Uncertainty	Comment
<b>Factors affecting underlying demand</b>			
Arena Park 2	CCC	Near certain	Planning application submitted. Considered necessary for Policy S3.
Blue Ribbon Park	CCC	Near certain	Road construction was due to start in June 2009.
Ryton	RBC	More than likely	Planning application submitted. Availability advertised in
Whitley Business Park	CCC	More than likely	Phase 1 complete.
Parkside	CCC	More than likely	In receipt of planning application.
Severn Trent (St. Martins)	CCC	Near certain	Office starts in early 2010
Banner Brook Park	CCC	Near certain	Outline planning application submitted.
Dunlop Site	CCC	More than likely	Planning application submitted with issues.
Friargate	CCC	More than likely	Planning application submitted.
Belgrade Plaza	CCC	Near certain	Expected to complete in 2010.
Browns Lane	CCC	More than likely	Planning application submitted. Decision pending.
MCD Butts College Redevelopment	CCC	Near certain	Phase 4 under construction.
Ansty Business Park	RBC	Near certain	Phase 1 due to complete.
Binley District Centre	CCC	Near certain	
Stoke Village	CCC	More than likely	Planning application submitted.
New Century Park	CCC	More than likely	Planning application submitted. Public consultation ends 08/09/09.
<b>Warwickshire Sites</b>			
Camp Hill Phase 2	NBBC	Near certain	Under Construction
Walsingham Drive	NBBC	Certain	Under Construction
Bermuda park housing	NBBC	Certain	Under Construction
Holland and Barrett offices Bermuda (B1a)	NBBC	More than Likely	Approved
Bermuda Park	NBBC	More than Likely	Allocation confirmed in vicinity of proposed station
Lidl supermarket	NBBC	More than likely	Committed Development
Exhall Road, Keresley	NBBC	Near certain	Construction underway
Midland Quarry, off Tuttle Hill	NBBC	Near certain	Application granted
St Mary's Road, Nuneaton	NBBC	Near certain	Construction about to commence
Queens Road,	NBBC	Near certain	Under Construction

Nuneaton			
Bedworth Woodlands	NBBC	Hypothetical	Likely to be part of preferred Spatial Strategy but Council has yet to finalise this
Former Cattle Market site*	RBC	Near certain	Under Construction
Calverston Road*	RBC	More than likely	Planning Application registered
Leicester Rd/ Old Leicester Rd*	RBC	Near certain	Planning Permission granted
Former Willan works*	RBC	Near certain	Nearly complete
Former WCC depot Dunchurch*	RBC	Hypothetical	Option for Development
Parkfield Road*	RBC	Near certain	Nearly complete
Hilmorton Road*	RBC	Near certain	Development completed
Former Warwickshire College site, Rugby	RBC	More than likely	Planning application imminent
Former Foundry Site, Leamington Spa	WDC	Reasonably foreseeable	LDF Core Strategy Site
Station Approach Leamington Spa	WDC	Reasonably foreseeable	LDF Core Strategy Site
Land at South Sydeham and East of Whitnash	WDC	Reasonably foreseeable	LDF Core Strategy Site
Woodside Farm Whitnash	WDC	Reasonably foreseeable	LDF Core Strategy Site
Europa Way Warwick	WDC	Reasonably foreseeable	LDF Core Strategy Site



## 2016 Committed Developments

