

EIA Scoping Study

FRIARGATE, COVENTRY

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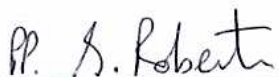
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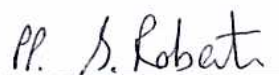
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1. INTRODUCTION

1.1 BACKGROUND

Cannon, Cannon and Kirk (hereafter referred to as the “applicant”) is seeking to obtain outline planning permission for the redevelopment of an approximately 14 hectare site, located near to Coventry Railway Station, approximately 350m south of Coventry city centre. **Figure 1** in **Appendix A** shows the site location. The proposed redevelopment comprises mixed use development.

The applicant considers it expedient to undertake an Environmental Impact Assessment (EIA) and have therefore committed to undertake the EIA 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 Environmental Statement (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* (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 give rise to significant environmental impacts (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 effects and to offer mitigation measures through which potential adverse impacts may be reduced or removed.

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.

Waterman Environmental has been commissioned by the Applicant to prepare an EIA Scoping Report to identify the key environmental issues in respect to the redevelopment proposals and the need for, and scope of, various technical studies to be undertaken within the EIA process. Defining the scope of the EIA is regarded as a critical 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 effects. 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 scheme;

Section 3 provides a brief summary of the existing environmental conditions of the site and its immediate surroundings and details potentially sensitive receptors;

Section 4 describes the consultations that will be undertaken as part of the EIA;

Section 5 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 6 describes those impacts which are considered to be non-significant and will therefore not receive further consideration by the EIA; and

Section 7 provides a draft outline of the structure of the proposed ES.

This Scoping Report will consider 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 Environmental and involving technical contributions from a number of specialist consultants. The Applicant and consultants are presented in Table 1 along with their respective disciplines.

Table 1: The Project Team

Nature of Work	Company
Applicant	Cannon, Cannon and Kirk
Developer	Cannon, Cannon and Kirk
Architect / Masterplanners	Terry Farrell and Partners
Planning Consultant	CB Richard Ellis Limited
Cost Consultant	Boyden and Company
Traffic / Transport Consultant	Ove Arup
Environmental and Sustainability Consultant & EIA Coordinators	Waterman Environmental Limited
Landscape Architect	Neil Tully Associates

2. THE DEVELOPMENT SITE AND PROPOSALS

2.1 SITE DESCRIPTION

The redevelopment site is approximately 14 hectares in area and located near to Coventry Railway Station, approximately 350m south of Coventry city centre and centred on National Grid Reference 433101 278310.

The development site is bounded by Coventry Railway Station and the mainline railway line to the south, Manor Road and Stoney Road to the east, by Grosvenor Street to the west and by the city centre retail area to the north. Warwick Road, the main southern approach road into Coventry, bisects the site. A map showing the layout of the site and its boundaries is presented as **Figure 2** in **Appendix A**.

The site to the east of Warwick Road contains the Coventry Railway Station forecourt and car parking areas (although the main Station building lies outside the site) 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 of the site lies Greyfriars Green and Greyfriars Roundabout which overlies the Coventry city ring road.

Surrounding uses include residential uses and King Henry VIII School 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, past the ring road and Greyfriars Green, are typical mixed retail, leisure and commercial uses of Coventry city centre.

Within the site The Rocket public house is a locally listed building. The northern portion of the site lies within the Greyfriars Green Conservation Area, which contains a large number of listed buildings. Offsite, directly adjacent to the site's southern boundary is the Coventry Railway Station, which is a listed building and further to the south is the Kenilworth Road Conservation Area, which also contains a number of listed buildings including the main King Henry VIII School building.

2.2 NATURE OF THE DEVELOPMENT

The proposals involve:

- demolition of existing buildings and removal of Greyfriars roundabout;
- construction of up to a maximum of 278,709 m² of development including Use Class B1a (office), Use Class C3 (Residential), Use Class C1 (Hotel and Conference Facilities), and Use Classes A1 to A5 (retail and food and drink);
- car parking both underground, courtyard and on-street;
- engineering works associated with the construction of an 'at grade' vehicular and pedestrian route from the station to the north of the site at Greyfriars Green;
- the reconfiguration of the public transport interchange at the Railway Station forecourt to provide improved access to the Railway Station, a new bus station, taxi rank and drop-off area;
- provision of new access points and a new road system within the site; and
- associated landscaping and public realm works.

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The Masterplan for the proposed redevelopment scheme is being prepared by the architects, Terry Farrell and Partners and a copy of the current Masterplan is presented as **Figure 3** in **Appendix A** for illustration.

A series of building blocks have been sited within development plots on the site. Whilst the major uses will comprise offices and residential apartments, some ancillary retail and leisure uses are also proposed. Buildings will primarily be between 4 and 8 storeys in height, with around 6 landmark buildings at key locations of between 13 and 20 storeys in height.

New public squares will be created around the Railway Station to provide a public transport interchange and to the west of Warwick Road. Green space in the north of the site will create linkage to Greyfriars Green. To enable this to happen, the Greyfriars roundabout and associated highways will be reconfigured to provide better pedestrian connectivity between the Railway Station and Coventry city centre via the decking over of part of the ring road and at grade pedestrian crossings.

Access to the site is achieved at a number of points with pedestrian, vehicular and cycle access from Warwick Road, Ringway Queens, Manor Road, Grosvenor Road and Westminster Road.

A more detailed description of the evolution of the design process will be provided in the Design and Access Statement that will be submitted to accompany the planning application and summarised in the ES in accordance with Schedule 4 Part 1 of the EIA Regulations.

It is anticipated that the construction works will take place in phases lasting approximately 10 years in total.

3. CONSULTATIONS

Various consultations have taken place with officers of CCC, in particular, a meeting was held on 18 January 2007 where the scope of the EIA was discussed. Further consultation will be undertaken with statutory consultees as part of 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 redevelopment, 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 are likely to be included in the consultation process:

- CCC;
- Environment Agency;
- Natural England;
- English Heritage;
- Coventry and District Archaeology Group;
- Network Rail;
- Coventry Society; and
- CABE.

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 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 a meeting with CCC on 18 January 2007 and preliminary consideration of available baseline information. The key issues which have been 'scoped in' the EIA are described below. The following sections therefore define the focus of the EIA.

The ES will also include a review of the relevant environmental planning policy that applies to the redevelopment scheme. The review will encompass national, regional, and local planning policy and the ES will highlight which policies are relevant and how the scheme relates.

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 to 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 Friargate proposals include alterations to the local road network and importantly for pedestrian/cycle access. Pedestrian links through the site and across the Ring Road will be improved and a number of existing subways will be removed. This will provide routes from the development through the Greyfriars Green Conservation Area immediately to the north of the site. It would create an attractive pedestrian environment between Friargate and the city centre and encourage sustainable forms of transport.

The main changes to the highway infrastructure are:

- Replacement of the high speed gyratory at junction 6 by a signalised cross road arrangement;
- Provision of an interchange next to the station for buses with access onto the Warwick Road;
- Replacement of the Central Six roundabout on Warwick Road by a signalised junction; and
- The creation of public realm spaces incorporating transport infrastructure.

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 scheme and any associated effects on traffic congestion and junction capacity;
- 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;
- 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 AIR QUALITY

4.3.1 Overview of Baseline Conditions and Key Issues

The northern part of the site inside the Ring Road lies within an Air Quality Management Area (AQMA). Sensitive residential properties are located within the vicinity of the site and may be affected by dust generated during construction works.

The proposals are 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 as a result of the operational development.

4.3.2 Potential Impacts

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

- Short term temporary effects on local air quality and sensitive receptors of dust emissions during construction activities; and
- Long term effects on local air quality, particularly NO₂ and PM₁₀ concentrations from development-related operational traffic.

4.3.3 Approach and Methodology

The assessment will 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;

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- Undertaking NO₂ diffusion tube monitoring performed in accordance with LAQM.TG(03) for 3 months at five locations (as requested by CCC);
- 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 Roads dispersion model, using data from the Transport Assessment to assess the effect of traffic generated by the development on local air quality, particularly NO₂ and PM₁₀ and using the data obtained from diffusion tube monitoring to validate the model;
- Continued liaison with CCC's Air Quality 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 any mitigation measures to address these.

4.4 NOISE AND VIBRATION

4.4.1 Overview of Baseline Conditions and Key Issues

Residential properties and a school exist in the vicinity of the site and will be sensitive to noise effects during the demolition and construction of the proposed redevelopment.

The dominant noise sources at the site and in the surrounding area are vehicular and railway traffic. 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 redevelopment are likely to impact on sensitive receptors (residential properties and a school in the vicinity of the site). Associated with this is the possibility that mitigative action may be required under the Noise Insulation Regulations, as a result of proposed highways infrastructure.

Noise and vibration could result 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 the development or in its vicinity.

4.4.2 Potential Impacts

Potential noise and vibration impacts during the construction and operational phases to be addressed by 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 site from existing transport related noise sources;
- Noise impacts to existing and future residents from changes in traffic associated with the redevelopment; and
- Noise impacts to existing and future receptors from mechanical building services plant and HGV servicing at commercial buildings.

4.4.3 Approach and Methodology

The noise and vibration assessment will include the following:

- Identification of noise sensitive properties in consultation with CCC's Environmental Health Officer;

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- Baseline noise survey to define ambient noise levels at existing sensitive receptors adjacent to the site and areas of proposed residential development. Particular regard will be given to the operational effects of the Railway Station;
- Assessment of construction noise and vibration impacts in accordance with BS 5228: 1997 '*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 proposals, 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 BS8233 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;
- 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 BS4142: 1997 '*Method for Rating Industrial Noise Affecting Mixed Residential and Industrial Areas*' or other relevant criteria; and
- Formulation of mitigation measures where appropriate.

4.5 GROUND CONDITIONS AND WATER RESOURCES

4.5.1 Overview of Baseline Conditions and Key Issues

British Geological Survey Map Sheet 169 of Coventry (1:50,000 Solid and Drift Edition) indicates that the eastern portion of the site is underlain by the Bromsgrove Sandstone Formation, with the western portion underlain by the Allesley Member of the Meriden Formation (mudstone & sandstones). The far southwestern portion of the site is indicated to be underlain by Made Ground (at the surface). No drift deposits are indicated to underlie the site.

Environment Agency Groundwater Vulnerability Sheet 30 of the Northern Cotswolds indicates that the Bromsgrove Sandstone is classified as a major aquifer (highly permeable). The Meriden Formation is classified as a minor aquifer (variably permeable).

The western portion of the site is located within a Groundwater Source Protection Zone III (Total Catchment). The protected source is located approximately 950m to the northwest of the site and is for public water supplies.

In addition to groundwater, the River Sherbourne is located approximately 400m northwest of the site and constitutes a further controlled water receptor.

There have been a number of historical potential on site sources of contamination, which include railway sidings, above ground tanks, goods sheds and a garage.

The site may be in the zone of influence from past underground coal mining.

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

4.5.2 Potential Impacts

Potential impacts from the proposed scheme include:

- Risks to the environment and site workers from residual contamination during construction activities;
- Risks to structures, services and landscaped areas from residual contamination;

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- Introduction of new potentially polluting sources during construction e.g. fuel storage, concrete pouring, and potential pollution incidents;
- Introduction of new potential pollution sources during operation e.g. from car parks, fuel spills etc;
- Potential for impact on the underlying major aquifer;
- Potential for the release of contaminants / chemical spillage (via drainage) into the Sherbourne Brook during the construction stage;
- Effects on the existing groundwater regime from penetrative construction activities such as excavation or piling for foundations;
- Risks to construction workers from potential unexploded ordnance; and
- Risk to the development from underground coal mining.

4.5.3 Approach and Methodology

In order to assess the potential impacts associated with geology, hydrology and hydrogeology, a desk based qualitative risk assessment will be undertaken for the site. Information will be obtained from the Landmark Information Group, the Coal Authority and sources in the locality e.g. Coventry Local Studies Library. Consultation with the Environment Agency and Planning, Building Control and Environmental Health Departments of CCC will also be undertaken as appropriate. A conceptual site model which will quantify the associated risks using the source, pathway, receptor approach will be formulated to identify and assess impacts during both construction and operational phases.

4.6 FLOOD RISK AND DRAINAGE

4.6.1 Overview of Baseline Conditions and Key issues

The site is situated on the southern side of the River Sherbourne valley. This river is the nearest watercourse identified and is not culverted adjacent to the ring road, approximately 400m northwest of the site. It is generally culverted from this point, as it passes through the city centre.

The Environment Agency's indicative floodplain map shows that the site does not lie within or next to an area at potential risk from river or sea flooding.

The majority of the site is covered in hardstanding and surface water runoff from this enters drainage collection points. There are a number of soft landscaped areas at the site, principally associated with the ring road traffic island in the north, and discrete pockets in the southwest and east. Rainwater in these areas appears to soak into near-surface soils.

The location, capacity and ultimate discharge points of both surface and foul water drainage systems at the site are not known.

Due to the size of the site, and in accordance with Environment Agency policy, a flood risk assessment will be undertaken.

4.6.2 Potential Impacts

The proposed development scheme will potentially result in a net increase in the area covered by soft landscaping. Therefore, surface water run-off flows could potentially decrease because more water will enter the hydrological system via soil infiltration, plant uptake and migration to the River Sherbourne.

The site lies within Flood Zone 1, an area with little or no risk of fluvial flooding and the ES is therefore expected to focus on the impacts from the proposed surface water drainage of the development.

4.6.3 Approach and Methodology

A desk based Stage 1 Flood Risk Assessment (FRA) will be carried out in accordance with Planning Policy Statement 25: 'Development and Flood Risk'. This will include consultation with the Environment Agency and CCC, as well as liaison with civil and structural engineers about the proposed works and ground levels. The findings of this assessment, including appropriate mitigation measures recommended where necessary, will accompany the planning application and will be summarised in the ES.

A preliminary Drainage Strategy will be developed in conjunction with the Stage 1 FRA. This will include consultation with the Environment Agency and CCC about the use of Sustainable Urban Drainage Systems. The strategy will identify appropriate mitigation measures, where necessary, and will be summarised in the ES.

4.7 TOWNSCAPE AND VISUAL QUALITY

4.7.1 Overview of Baseline Conditions and Key Issues

The site is situated at the main southern approach to Coventry but is currently disconnected from the city centre by the City Ring Road. The site is visible from neighbouring residential and commercial properties, roads and the railway. However, the exact extent of the visual envelope of the site has not yet been defined.

The northern portion of the site is situated within the Greyfriars Green Conservation Area and off site the Kenilworth Road Conservation Area lies immediately to the south.

The 'three spires' of Coventry provide the City's famous skyline which are visible from the site. Enhancement of these views will be an important factor of the proposal design.

4.7.2 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.

4.7.3 Approach and Methodology

The methodology will follow the '*Guidelines for Landscape and Visual Impact Assessment*' (Second Edition 2002), produced jointly between the Landscape Institute and the Institute for Environmental Management and Assessment, adapted for townscape analysis, and will involve:

- Desk study to obtain existing information on the site including reference to a Tree Survey Report which will be submitted as a stand alone report with the planning application;
- consultation with CCC to agree the key views for analysis;
- Field survey, land characterisation and identification and description of townscape character areas;

- Identification of visual envelope;
- Preparation of appropriate visualisations (method to be agreed) to demonstrate the significant viewpoints and the effect of the proposed scheme on these;
- Qualitative assessment of effects on townscape and key views using professional judgement and the Tall Buildings Assessment to be undertaken by Terry Farrell and Partners; and
- Where necessary, the identification of mitigation measures to address any adverse impacts.

4.8 ARCHAEOLOGY AND CULTURAL HERITAGE

4.8.1 Overview of Baseline Conditions and Key Issues

The northern portion of the site is situated within the Greyfriars Green Conservation Area and off site the Kenilworth Road Conservation Area lies immediately to the south.

There are two key cultural heritage assets within the site boundary; these are The Rocket public house and Greyfriars Green. Coventry Railway Station is situated just outside the site boundary and is a Grade II listed building.

The Conservation Officer (Mark Singlehurst) 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. He has, however, identified the importance of a line of evergreen oak trees in Greyfriars Green with historic value.

4.8.2 Potential Impacts

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 likely that there is only limited potential for archaeological remains to survive within the site given the previous development on site. It is unlikely that archaeology will be impacted once the construction of the development is completed.

Cultural heritage impacts would involve the direct impact of the loss of 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.

4.8.3 Approach and Methodology

A desk based archaeological and built heritage assessment will be undertaken using available archaeological and historical information from documentary and cartographic sources including the Coventry City Sites and Monuments Record. The assessment will be guided by the '*Standard and Guidance for Desk-based Assessments*' issued by the Institute of Field Archaeologists (2001). A site visit will be used to assess the architectural merit, condition and setting of the standing buildings of heritage interest and other historic features such as Greyfriars Green. A Tree Survey will be undertaken for the site and this report will be used to inform the assessment of the impact on the setting of Greyfriars Green including the line of evergreen oak trees.

CCC has confirmed that, as the site has only limited potential for archaeological remains to survive, evaluation work is not expected to be required at the EIA stage. Following the completion of the desk based Archaeological and Cultural Heritage Assessment, this conclusion will be reviewed in consultation with CCC's Archaeological Officer.

4.9 ECOLOGY

4.9.1 Overview of Baseline Conditions and Key Issues

There are no national or locally designated areas for nature conservation located within the site boundary. The site is urban in nature with some individual and small groups of trees and limited amenity green space in the southern part of the site. However, Greyfriars Green and the central area of the Greyfriars roundabout provide a larger area of green space and larger groups of trees.

4.9.2 Potential Impacts

Potential impacts on ecology relate to the potential disturbance and habitat loss during the demolition and construction activities, effects on mature trees during the construction works and operational phase of development and the potential for long-term ecological enhancement at the site through appropriate landscaping etc. Some trees and/or buildings may have the potential to provide suitable bat roosting opportunities.

4.9.3 Approach and Methodology

A Phase 1 Habitat Survey will be undertaken which comprises a desk study to obtain any relevant protected species records for the area and a site walkover to record habitats present on site and search for evidence of protected species. In particular, an assessment of the potential for bat roosts within on site buildings and trees will be carried out through external visual inspection. The assessment will be undertaken in accordance with the '*Guidelines for Ecological Impact Assessment in the United Kingdom*' (Institute of Ecology and Environmental Management, 2006).

4.10 SOCIO-ECONOMICS

4.10.1 Overview of Baseline Conditions and Key Issues

The development includes the provision of residential units and commercial office space. Key issues therefore include the potential increase in the demand for public service infrastructure resulting from the additional residential units, the contribution of the development to the housing and economic objectives of CCC and the ability of the development to generate new employment.

4.10.2 Potential Impacts

The mixed use proposed development of the site will 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;
- Increased demand on public infrastructure such as educational and healthcare facilities; and
- Changes to mix and balance of housing in the area.

4.10.3 Assessment Methodology

The socio-economic assessment will identify the impact of the development on baseline conditions and its relevance to policy considerations, at a local, regional and national level. The methodology for assessing socio-economic impacts will follow best practice and will involve the following procedures:

- A review of local baseline conditions at the site and in the surrounding area, including demographics, socio-economics, etc;
- A consideration of the social and economic policy context 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 baseline analysis will review the socio-economic conditions at the site and in the surrounding area using accepted Government data sources (e.g. Census of Population, Labour Force Survey and NOMIS) and other local data such as housing conditions and housing needs to identify the socio-economic context. It will also identify the uses surrounding the site, in particular the 'community' uses.

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 proposed development has the potential to affect local wind conditions.

4.11.2 Potential Impacts

The potential significant impacts to be addressed will 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 DAYLIGHT, SUNLIGHT AND OVERSHADOWING

4.12.1 Overview of Baseline Conditions and Key Issues

By changing the location and massing of buildings and other structures at the site, the proposed development has the potential to affect the level of daylight received by nearby properties. Existing properties sensitive to this impact are present only to the west of the site along Grosvenor Road as premises to the north are city centre retail and commercial premises which will also be situated at some distance from proposed new buildings and the properties to the east of the site are generally small scale commercial premises which are not particularly sensitive. Although residential properties lie to the south of the site, their relative location to the proposed new buildings means that they will not experience daylight or sunlight impacts.

4.12.2 Potential Impacts

CCC consider that the only significant impacts that could occur from the reduction of daylight and sunlight from overshadowing caused by the proposed redevelopment would be experienced by existing residential properties to the west of the site. Impacts on these properties will therefore be addressed as part of the EIA.

4.12.3 Assessment Methodology

In the first instance a desk based assessment will be carried out based on the siting, scale and massing of proposed buildings in the western part of the site and considering the proximity and orientation of the existing residential properties on Grosvenor Road. Should it be considered that impacts could be experienced then a detailed assessment will be carried out in accordance with Building Research Establishment guidelines. The assessment would assess the change in sunlight and daylight entering windows of the residential properties and assess the overshadowing impact on gardens associated with the residential properties.

4.13 CUMULATIVE IMPACTS

4.13.1 Key Issues

Cumulative impacts are impacts 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. Discussions with CCC have identified the IKEA development, about which CCC has traffic and air quality concerns, and the Friars Road residential development as two nearby projects that could potentially have cumulative impacts with the Friargate redevelopment.

4.13.2 Potential Impacts

Cumulative impacts can be split into two categories: Type 1 Impacts, which are the combined effects of individual impacts, for example noise, dust and visual impacts, from the proposed development on a particular receptor; and Type 2 Impacts, which are impacts from several developments, which individually might be insignificant, but when considered together could result in a significant cumulative impact.

4.13.3 Approach and Methodology

Both Type 1 and Type 2 impacts will be assessed qualitatively using the findings of the individual EIA technical studies and professional judgement. However, note that traffic related impacts will be assessed cumulatively in a quantified manner as part of the technical impact assessment. Quantified cumulative assessment of traffic flow, traffic noise and traffic related emissions to air will all therefore be undertaken.

4.14 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 effects has been deemed unlikely. The following section provides details of the issues that have been 'scoped out' of the EIA.

4.14.1 Waste

In discussion with CCC, it was agreed that Waste is not considered to be a land-use issue. In addition, a Sustainability Statement will be prepared and submitted with the planning application which will provide detail on demolition waste and the anticipated management of this e.g. potential for reuse and recycling, management of materials during construction to reduce waste and the facilities for managing waste during the operational phase of the development. Given that a comprehensive appraisal of waste management will be provided as part of the Sustainability Statement, it is therefore proposed that no further regard to this issue will be given in the EIA.

4.14.2 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 older and don't accord with modern design. 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, to conform with relevant regulations, lighting will accord with modern lighting standards. This is likely to improve lighting on site through the reduction of light spill and glare whilst maintaining adequate and safe directional lighting for site users. This, together with the current lighting levels at the site; has resulted in the proposal that no further regard to this issue be given in the EIA.

5. 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;
- Alternatives;
- Description of the Development;
- Development Programme and Construction;
- Planning Policy Context;
- Transport and Access;
- Air Quality;
- Noise and Vibration;
- Ground Conditions and Water Resources;
- Flood Risk and Drainage
- Townscape and Visual Quality;
- Archaeology and Built Heritage;
- Ecology;
- Socio-Economics;
- Wind Microclimate;
- Sunlight, Daylight and Overshadowing; 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. Such technical appendices are likely to include noise survey data.

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.

Appendix A

FIGURES

- o **SITE LOCATION (FIGURE 1)**
- o **EXISTING SITE LAYOUT PLAN (FIGURE 2)**
- o **MASTERPLAN (FIGURE 3)**



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Job No: EN6508

Figure No: 1

Title: Friargate, Coventry
Site Location

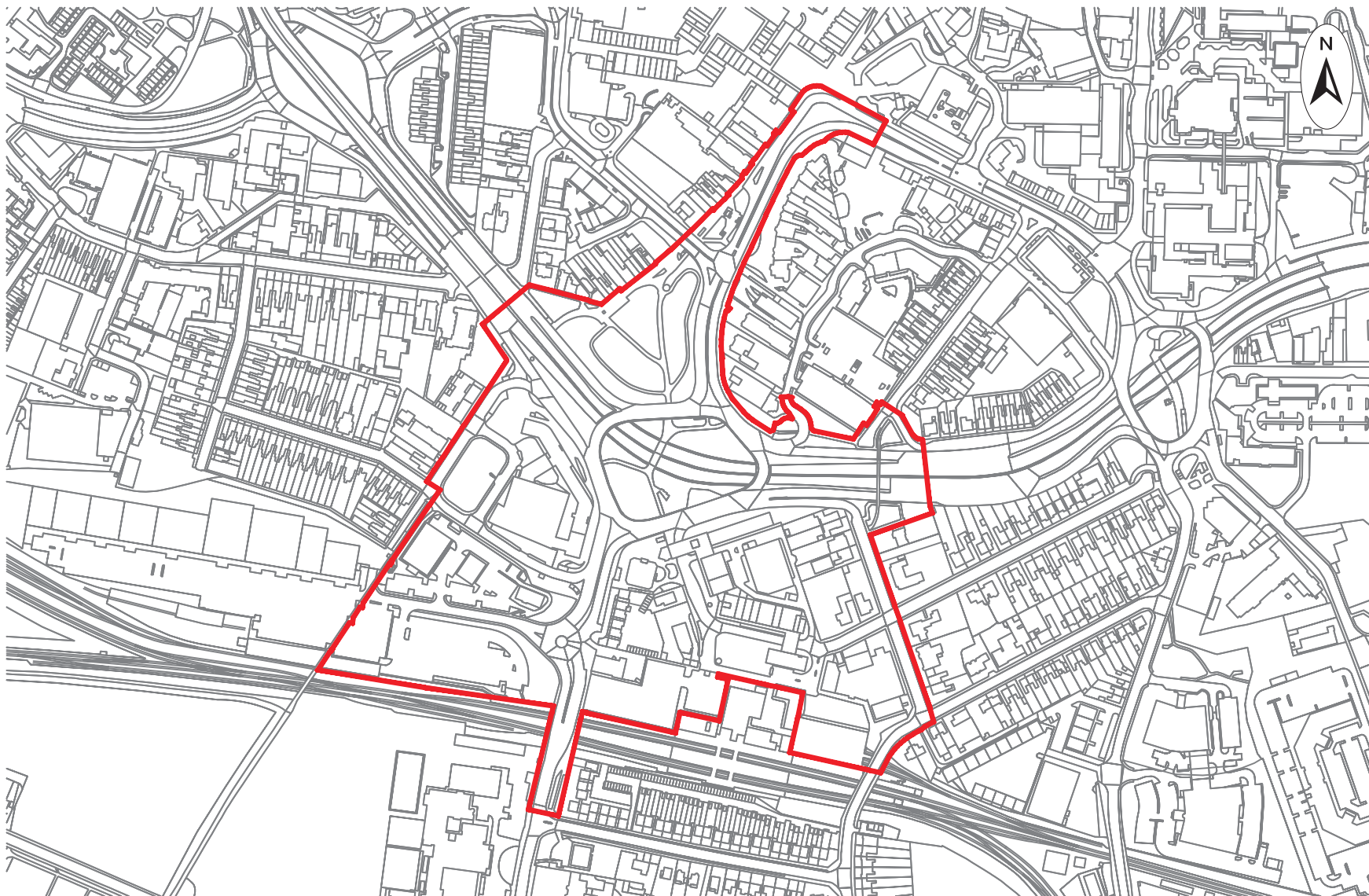
Civic House 156 Great Charles Street Birmingham B3 3HN
Telephone 0121 212 7700 Fax 0121 212 7701

Date: June 2007

Scale: N.T.S.

Drawn By: PM





Legend

 Site Boundary



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Job No: EN6508

Figure No: 2

Title: Friargate, Coventry
Site Layout Plan

Date: June 2007

Scale: N.T.S.

Drawn By: PM



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Consulting Engineers & Scientists

Job No: EN6508

Figure No: 3

Title: Friargate, Coventry
Masterplan

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Telephone 0121 212 7700 Fax 0121 212 7701

Date: June 2007

Scale: N.T.S.

Drawn By: PM

