

Public Document Pack

5. **Late Representations** (Pages 3 - 14)

To be circulated at the meeting.

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Late Representations Planning Committee 16th October 2025

Item No. 6	Planning Ref:	PL/2025/0000548/FULM
	Site:	Land Between Upper Spon Street, Butts Road, Meadow Street and Land at Sherbourne Street and Windsor Street including the River Sherbourne, Spon End Development Site Upper Spon Street Coventry. CV1 3
	Proposal:	Hybrid planning application comprising: Area 1 - Full planning for 257 no. residential dwellings (100% affordable), 977 m2 of Class E (commercial business use), highway works (including alterations to Windsor Street) associated hard standing, landscaping and public realm enhancements including enhancement and engineering works to the River Sherbourne and alterations to the public footpath at land located between Upper Spon Street, Meadow Street and Windsor Street. Area 2 - Outline planning with all matters reserved (except for access) for the demolition of existing buildings (including Spon Gate House, George Poole House, Grindlay House, Drinkwater House, Givens House, Gardner House, Fennel House, Winslow House and Corrie House, The Hampton public house) and to provide up to 462 no. residential dwellings (25% affordable) with associated highway and drainage infrastructure, landscaping and public realm enhancements (on a site of 1.69 ha). Area 3 - Full planning for demolition of buildings in a conservation area (including Wellington Gardens, Sherbourne Street, and Upper Spon End Street Shops) to include construction of 27 no. dwellings (25% affordable), associated highway infrastructure works (including alterations to Windsor Street) landscaping, creation of public open space including SUDS, enhancements to River Sherbourne including engineering and enhancement works to the public realm.
	CONSULTEE RESPONSE(S) Local Highway Authority- No objections subject to conditions & s106 contributions Active Travel England- No objections AMENDED DOCUMENTS RECEIVED The following amendments have been provided: • Proposed Highway Arrangement DWG 2024-5111-019 Rev E • Vehicular Swept Paths Analysis DWG: 2024-5111-TR16 (1-12) Rev F • Travel Plan dated October 2025 • Proposed Masterplan DWG 11000 Rev P21 • RSA Response Report & Action Log dated 10th October 2025 REPORT Highways The Agent submitted amended highways plans and information, in which both the Local Highway Authority & Active Travel England were consulted on.	

Active Travel England were consulted on the amendments/ information the Agent supplied and have confirmed that the submitted information addresses the concerns initially raised or can be satisfied by conditions that have been requested by the LHA. The LHA initially raised concerns with the proposed site layout in particular along Windsor Street which resulted in an unacceptable loss of on-street car parking and impacted the overall traffic calming scheme. The LHA is satisfied that these concerns have been addressed, and the following commentary sets out the justification for this.

Site Layout:

Following amendments to the highway layout the LHA is satisfied that the proposed site layout is more in keeping with the principles set out in the National Design Guide and National Model Design Code. The provisions for pedestrians and cyclists within the site have been enhanced, with an improved and increased footpath and cycleway network proposed. A shared footway / cycleway facility is proposed through the eastern part of the site, connecting from Hope Street to the existing segregated footway / cycleway facility along Upper Spon Street. A traffic calming scheme has been proposed along Windsor Street to encourage lower vehicle speeds, offering a safer environment for pedestrians and cyclists.

The proposed site layout has been subject to a Stage 1 Road Safety Audit (RSA). The latest iteration of the proposed site layout addresses the problems identified within the RSA. Swept path drawings have been provided to demonstrate that refuse vehicles and emergency service vehicles can safely manoeuvre throughout the site.

The proposals include development on existing public highway maintainable land therefore, it will be necessary for an application to be made under Section 247 of the Town & Country Planning Act 1990, to stop-up the areas required for development to remove the existing highway rights.

Traffic Impacts:

The Transport Assessment includes an assessment of the likely impacts of the net increase in vehicle trips generated by the development compared to the existing residential uses at the site. Overall, the proposed development is forecast to generate an increase of 83 two-way vehicle trips during the AM peak period (08:00-09:00) and 87 two-way vehicle trips during the PM peak period (17:00-18:00).

The results of junction modelling assessments have been included in the TA, which were carried out at the following junctions:

- Butts Road / Windsor Street signalised junction
- Holyhead Road / Barras Lane signalised junction
- Holyhead Road / Minster Road junction
- Holyhead Road / Northumberland Road junction

The results demonstrate that the net increase in vehicle trips likely to be generated by the proposed development should have a negligible impact on the operation or capacity of the local highway network, with each junction continuing to operate within capacity once the development is forecast to be fully occupied in 2036. The low impact of the development is supported by the low-level car parking provision and sustainable travel incentives proposed.

Since the submission of the updated (TA), the Applicant has recently confirmed that the site currently consists of 449 dwellings rather than 462 dwellings reported in the TA. For robustness, the TA assessed the impacts of 750 dwellings rather than the 746 dwellings proposed, so the impact of 288 additional dwellings was assessed. The updated figure of 449 existing dwellings means that the net increase is 297 dwellings, 9 more than has been assessed. Even though the full impacts of the development have not been assessed, the LHA is satisfied that the slight shortfall of 9 dwellings should not have a material impact on the outcomes of the junction modelling assessments carried out.

Accessibility:

Located on the border of the city centre, the application site is considered to be in a highly sustainable location. The site is located within a short walking distance of the city centre, which offers a wide range of local facilities and amenities. To the west of the site, Broomfield Park Medical Centre and Pharmacy are located approximately 480m walking distance from the centre of the site. Alvis Retail Park is located up to 1.1km walking distance, which includes Aldi and Morrisons supermarkets. Spon Gate Primary School is located to the north-west boundary of the application site. New commercial / retail uses will also be provided within the development.

A mixture of shared and segregated pedestrian and cycle facilities have recently been installed along Butts Road. Coventry Cycle Route 11 also travels along Upper Spon Street and under the Ring Road, both providing cycle links into the city centre. The centre of the application site is located approximately 1.2km walking distance from Coventry Railway Station and the Bus Interchange at Central Six.

Bus stops are also provided along Butts Road and Holyhead Road, which offer services into the city centre, to University of Warwick, to Westwood Business Park, to Walsgrave, and further afield to Solihull Town Centre and Birmingham City Centre. Transport for West Midlands (TfWM) have been consulted on the proposals, who consider the development to be acceptable subject to a financial contribution towards enhancing existing bus stops and shelters along Butts Road and/or Holyhead Road. The proposals have sought to embrace and build on the existing sustainability of the site by increasing and enhancing the active travel routes and facilities within the site and connecting onto the existing wider network. Planning conditions have been requested to ensure suitable pedestrian / cycle crossing points are provided onto the existing highway network, such as the cycle facility along Butts Road and the pedestrian / cycle route onto Doe Bank Lane.

Active Travel Route Audits have been carried out along 7 routes from within the site to key points in the vicinity of the site, to assess the quality of the existing routes. For the toolkits used to assess the routes, a score of 70% (28 out of 40) should normally be regarded as a minimum level of provision overall. Routes which score less than this, and factors which are scored as zero should be used to identify where improvements are required. The LHA acknowledges that Routes 2, 5 and 6 score less than 70% however, the routes will be improved as part of or as a result of the proposed development (i.e. provision of development will improve natural surveillance of segregated footway and cycleway facilities along Upper Spon Street, and traffic calming scheme along Windsor Street will provide a safer on-carriageway cycle route).

Travel Plan:

A Travel Plan (TP) has been submitted in support of the proposals, which has been reviewed and accepted by the Council's Travel Planning Officer. The TP includes a 15-year action plan over the life of the development, which will seek to encourage and engage with future occupants of the development to travel sustainably. A package of measures are proposed, including Car Club membership, Mobility Credits, and West Midlands Cycle Hire Credits. The LHA has therefore requested financial contributions for Mobility Credits, WM Cycle Hire Credits, Car Club hire bundles, and towards the monitoring and review of the TP to promote and encourage sustainable travel, and to support the lower car parking provision proposed.

The LHA considers it necessary for the contributions associated with the sustainable travel incentives to be calculated based on the total number of dwellings proposed, rather than the net increase in the number of dwellings. The travel incentives will also

support the lower car parking provision, which has been supported across the whole development rather than just the increase in dwellings.

Car Parking:

Appendix 5 (Car and Cycle Parking Standards for New Development) of the Coventry Local Plan 2016 sets out the standards for the levels of car and cycle parking required to support developments in Coventry. The standards set are based on two distinct zones: City Centre and Outer City. For developments within the City Centre zone, private car parking provision will not generally be supported, whereas the number of car parking spaces required for developments located in an Outer City zone are based on the class use proposed.

In Area 1, 78 car parking spaces (including 7 disabled bays) are proposed for the residential uses, and 20 spaces (including 3 disabled bays) are proposed for the commercial uses. In Area 3, 2 car parking spaces are proposed for each of the 27 townhouses, so a total of 54 spaces will be provided. These will be a mix of driveways and carports.

For Area 2, the application is outline form however, it has been suggested that a total of 125 car parking spaces could be provided to serve the 462 dwellings, which will be determined as part of a future reserved matters application. Due to vehicular access constraints in the southwest corner of the site, Block B1 is proposed to be a smaller apartment building comprising 49 dwellings and will be car-free.

Overall, a ratio of 0.3 spaces per dwelling is proposed. Whilst this is a reduction compared to the maximum parking provision required, the LHA notes that Paragraph 1.19 of Appendix 5 states '*The car parking standards in this document should be considered as a maximum. However, it is recognised that in exceptional circumstances there may be occasions when it could be appropriate to have a lower or higher level of parking depending on the specific details of the application. In all cases, any departures from the parking standards should be fully and appropriately justified with detailed supporting evidence.*'. In light of this, the TA submitted in support of the proposals has referred to Census 2011 data as evidence and justification to support a lower car parking provision.

Average car ownership levels for existing households in the local area (Coventry 031D Lower Super Output Area (LSOA)) have been extracted from the Census 2011, which suggests that the existing parking ratio for the area is approximately 0.42 spaces per household. The LHA has also reviewed Census 2011 data for car or van availability based on accommodation type, specifically flats / apartments, for the same LSOA. The data suggests that 69% of existing flats / apartments have no car, 29% have access to 1 car, and 3% have access to 2 or more cars. If these figures were applied to the current development for 746 dwellings, it would equate to 515 dwellings having no car, 216 dwellings having access to 1 car, and 22 dwellings having access to 2 or more cars, requiring a total of 260 car parking spaces. The proposals include the provision of a total of 257 car parking spaces to serve the residential uses within the development, largely in keeping with Census data.

The LHA is satisfied that the evidence provided supports a lower car parking provision compared to the maximum level required. Consideration has also been given to the highly accessible location of the site, proposed enhancements to active travel measures within the site and onto the wider highway network, and the sustainable travel incentives proposed. The LHA is also mindful that although the application site

falls within the Outer City zone, the nearest point of the site is within 100m of the City Centre zone, where no car parking would be expected to support the development. The proposals therefore align with Paragraph 1.16 of Appendix 5, which states '*The quality and accessibility of public transport, walking and cycling routes to key services can influence how people travel, for example, people living in or near the city centre are less likely to be reliant on car use, hence there will be a reduced need for car parking compared to less accessible areas of the city. The City Council is also exploring options for the introduction of car clubs, with a focus on the City centre, which support more efficient and flexible models of car ownership.*'.

The proposals are also considered to satisfy the updates to Appendix 5 (new Appendix 6) in the Local Plan Review that has been submitted for examination and this indicates that, within the Transition Zone, applications will be required to provide 50% of the parking standard required for the Outer City. Any variation from this standard must be justified using the criteria set out in paragraph 1.3 of Appendix 6 and should take account of the following:-

- * the accessibility of the development
- the type and mix of the proposed development
- the availability of and opportunities for public transport
- local car ownership levels
- the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles

In addition to the above, the lower car parking provision complies with the policies set out in the National Planning Policy Framework (NPPF), which requires developments to prioritise sustainable transport modes. The accessibility of the development, the type, mix and use of development, the availability of public transport, and local car ownership levels have all been taken into consideration when identifying the required car parking provision for the development.

On-Street Car Parking:

In addition to the on-site car parking provision, some of the existing on-street parking along Windsor Street and Upper Spon Street will be retained and refined, which could support visitor parking to the residential and commercial uses proposed. An on-street loading bay is also proposed along Windsor Street adjacent to the proposed commercial uses.

There are currently some existing double-yellow lines along Windsor Street to protect junctions and access points however, on-street parking is currently predominantly unrestricted, with capacity for approximately 30-35 parking spaces available. The proposals seek to extend the existing double-yellow lines and implement formal on-street car parking bays that could accommodate approximately 9 vehicles. The increase in on-site car parking provision compared to existing and the removal of the existing commercial, retail and health uses should reduce the demand for on-street car parking. The extension of the existing double-yellow lines will also support the wider traffic calming scheme proposed along Windsor Street.

The existing on-street car parking bays along Upper Spon Street will be amended slightly to accommodate the proposed vehicular access to serve the townhouses. This will result in one car parking space being relocated and potentially the loss of one additional space.

The Council has previously installed on-street EV Charge points along Windsor Street, which will be relocated as part of the proposals therefore, a financial contribution will be required to allow the Council to remove the existing infrastructure and re-install it at an alternative location to be agreed. It is envisaged that the Charge points will be provided within the refined on-street parking bays along Windsor Street, as illustrated on the Proposed Highway Arrangement drawing submitted in support of the proposals. A financial contribution has been sought towards Car Club vouchers, in addition to a planning condition for an area within the site to be safeguarded for the parking of vehicles associated with a future Car Club scheme.

DEVELOPER CONTRIBUTIONS

Majority of the s106 contributions have been worked out on the net increase of dwellings which was initially reported as 275 dwellings. The applicant has confirmed that the current site consists of 449 dwellings rather than the initially reported 471 dwellings and the total number of dwellings proposed is 746 across all three areas. This will alter the net increase figure from 275 to 297 dwellings.

The contributions will be amended to reflect the corrected net increase.

Highway officers' contribution requests were initially based on 750 dwellings (referenced in the TA), so these have been refined slightly to reflect the actual number of units, 746 dwellings. These are as follows:

- Mobility Credits – £313,320
- WM Cycle Hire Credits – £29,840
- Car Club - £111,900

The remainder of the highway contributions requested should remain the same as they are not based on the number of units proposed.

A clause will be included within the S106 agreement regarding the long-term maintenance and management of all landscaped areas that are not included as domestic gardens within plots.

CONDITIONS

The following conditions have been amended:

16. No development or other operations (including any demolition, site clearance or other preparatory works) for each phase of development shall commence unless and until the tree protection measures identified in the approved application documentation have been put into place in strict accordance with the approved details and thereafter, they shall remain in place during all construction work. In addition no excavations, site works, stock piling, trenches or channels shall be cut or pipes or services laid within the root protection areas and no fires shall be lit within 10 metres of the nearest point of the canopy or root protection area of any protected tree(s); no equipment, machinery or structure shall be located within this zone; no mixing of cement or use of other contaminating materials or substances shall take place within, or close enough to, a root protection area that seepage or displacement could cause them to enter a root protection area or any other works carried out in such a way as to cause damage or injury to the tree(s) by interference with their root structure and that no soil or waste shall be deposited on the land in such a position as to be likely to cause damage or injury to the tree(s).

Reason: To protect those trees which are of significant amenity value to the area and which would provide an enhanced standard of appearance to the development in accordance with Policy GE3 and GE4 of the Coventry Local Plan 2016.

31. Before development commences on each phase of the development (except for any demolition, site clearance or other preparatory works), the following drainage details for the phase of the development under consideration shall be submitted to and approved in writing by the local planning authority:

- a) A scheme for the provision of all surface water drainage, incorporating SuDS attenuation techniques. There must also be consideration of features such as green roof technology for the management of surface water peak and total flows, biodiversity and water filtering, in accordance with Coventry City Council's adopted Supplementary Planning Document for 'Delivering a More Sustainable City'.
- b) It is a requirement that the pipework and the membrane to the geo-cellular storage will be chemically resistant to the contamination perceived to be in the ground conditions due to the former use of the site.
- c) Mapping of the 1 in 100 year surface water flood extents is required, to indicate the exceedance and conveyance flows to inform building floor level design and general ground levels, and to consider flood flow routing off site. This must be submitted to, and agreed by, the Local Planning Authority and Lead Local Flood Authority.
- d) Permeable paving with membrane separation is encouraged within the parking areas of the development as a means to improve water quality and not to be used as attenuation.
- e) A detailed strategy must be provided for the long-term maintenance of the SuDS and other surface water drainage systems on site.
- f) Flood resistance measures in the townhouses within the FULL element of the scheme, shall prevent entry of water up to a minimum level of 600mm above the 1 in 100 year surface water flood levels plus climate change, shall be implemented and retained for the lifetime of the development.
- g) The development shall not be occupied until such time as a scheme to install vehicular traffic pollution control measures within the car parking facilities, shut-off valve together with oil and petrol separators with high level alarm, has been submitted to, and approved by, the Local Planning Authority. This should be submitted along with a periodic maintenance plan.

The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: *To ensure that a satisfactory means of drainage is provided such as to minimise flooding and which promotes and maintains the good stewardship of the natural and built environment in accordance with the Water Framework Directive and Policies EM4 and EM5 of the Coventry Local Plan 2016 and the Supplementary Planning Document 'Delivering a More Sustainable City'.*

66. No parts of the development shall be occupied until the traffic calming scheme along Windsor Street has been constructed and laid out in accordance with Drawing Number 2024-5111-019 Rev. E (Proposed Highway Arrangement).

Reason: *To ensure a safe and suitable access can be provided to the site and in the interests of highway safety in accordance with Policy AC2 of the Coventry Local Plan 2016.*

68. Unless otherwise agreed in writing by the Local Planning Authority the development shall be carried out in accordance with the plans and documents detailed below:

Location Plan DWG 41010 Rev P02
Proposed Masterplan DWG 11000 Rev P21
Proposed Masterplan Ground Floor DWG 11005 Rev P08
Proposed Boundary Phasing DWG 11002 Rev P11
Proposed Masterplan Building Heights DWG 11010 Rev P06
Access Arrangement Overview Plan DWG 2024-5111-012
Block A1 Level 00 Proposed DWG 12000 Rev P12
Block A1 Level 01 Proposed DWG 12001 Rev P11
Block A1 Level 02 Proposed DWG 12002 Rev P11
Block A1 Level 03 Proposed DWG 12003 Rev P11
Block A1 Level 04 Proposed DWG 12004 Rev P11
Block A1 Level 05 Proposed DWG 12005 Rev P11
Block A1 Indicative NIA Plans DWG 12010 Rev P12
Block A1 Indicative NIA Plans DWG 12011 Rev P12
Block A1 Unit Types DWG 16000 Rev P11
Block A1 Elevations DWG 14000 Rev P08
Block A2 Level 00 Proposed DWG 12000 Rev P11
Block A2 Level 01 Proposed DWG 12001 Rev P11
Block A2 Level 02 Proposed DWG 12002 Rev P11
Block A2 Level 03 Proposed DWG 12003 Rev P11
Block A2 Level 04 Proposed DWG 12004 Rev P11
Block A2 Level 05 Proposed DWG 12005 Rev P11
Block A2 Level 06 Proposed DWG 12006 Rev P11
Block A2 Level 07 Proposed DWG 12007 Rev P11
Block A2 Level 08 Proposed DWG 12008 Rev P11
Block A2 Level 09 Proposed DWG 12009 Rev P11
Block A2 Indicative NIA Plans DWG 12020 Rev P11
Block A2 Indicative NIA Plans DWG 12021 Rev P10
Block A2 Unit Types DWG 16000 Rev P09
Block A2 Elevations DWG 14000 Rev P08
Block A3 Level 00 Proposed DWG 12000 Rev P11
Block A3 Level 01 Proposed DWG 12001 Rev P11
Block A3 Level 02 Proposed DWG 12002 Rev P11
Block A3 Level 03 Proposed DWG 12003 Rev P11
Block A3 Level 04 Proposed DWG 12004 Rev P11
Block A3 Level 05 Proposed DWG 12005 Rev P11
Block A3 Level 06 Proposed DWG 12006 Rev P11
Block A3 Level 07 Proposed DWG 12007 Rev P11
Block A3 Level 08 Proposed DWG 12008 Rev P11
Block A3 Level 09 Proposed DWG 12009 Rev P11
Block A3 Indicative NIA Plans DWG 12020 Rev P11
Block A3 Elevations DWG 14000 Rev P08
Block A4 Level 00 Proposed DWG 12000 Rev P11
Block A4 Level 01 Proposed DWG 12001 Rev P11
Block A4 Level 02 Proposed DWG 12002 Rev P11
Block A4 Level 03 Proposed DWG 12003 Rev P11
Block A4 Level 04 Proposed DWG 12004 Rev P11
Block A4 Level 05 Proposed DWG 12005 Rev P11
Block A4 Level 06 Proposed DWG 12006 Rev P11
Block A4 Indicative NIA Plans DWG 12010 Rev P11

Block A4 Indicative NIA Plans DWG 12011 Rev P11
 Block A4 Unit Types DWG 16000 Rev P09
 Block A4 Elevations DWG 14000 Rev P08
 Area 1 Site Plan DWG 11000 Rev P12
 Area 1 Refuse Strategy DWG 11200 Rev P07
 Area 1 Cycle Strategy DWG 11250 Rev P06
 Area 1 Parking Strategy DWG 11300 Rev P07
 Block AZ Upper Spon Street North South Elevations DWG 14000 Rev P06
 Block AZ Meadow Street Elevation - West and East Elevations DWG 14001 Rev P06
 Block AZ East and West Elevations DWG 14002 Rev P06
 Block AZ North Elevations DWG 14003 Rev P06
 Block AZ North and South Elevations DWG 14004 Rev P06
 Block AZ Unit Types DWG 16000 Rev P12
 Block C1 Level 00 Proposed DWG 12000 Rev P06
 Block C1 Level 01 Proposed DWG 12001 Rev P06
 Block C1 Level 02 Proposed DWG 12002 Rev P06
 Block C1 Level RF Proposed DWG 12004 Rev P06
 Block C2 Level 00 Proposed DWG 12000 Rev P06
 Block C2 Level 01 Proposed DWG 12001 Rev P06
 Block C2 Level 02 Proposed DWG 12002 Rev P06
 Block C2 Level RF Proposed DWG 12004 Rev P06
 Block CZ North South Elevations DWG 14000 Rev P05
 Block CZ East West Elevations DWG 14001 Rev P05
 Block CZ South North Elevations DWG 14002 Rev P05
 Block CZ East West Elevation DWG 14003 Rev P05
 Area 3 Site Plan DWG 11000 Rev P05
 Area 3 Refuse Parking DWG 11020 Rev P05
 Unit Type 1 GA Layout DWG 16010 Rev P08
 Unit Type 1 Elevations DWG 16011 Rev P08
 Unit Type 2 GA Layout DWG 16020 Rev P08
 Unit Type 2 Elevations DWG 16021 Rev P08
 Unit Type 5 GA Layouts DWG 16050 Rev P08
 Unit Type 5 Elevations DWG 16051 Rev P08
 Unit Type 6 GA Layouts DWG 16060 Rev P07
 Unit Type 6 Elevations DWG 16061 Rev P09
 Unit Type 6 Elevations DWG 16062 Rev P09
 Unit Type 7 GA Layouts DWG 16070 Rev P07
 Unit Type 7 Elevations DWG 16071 Rev P09
 Landscape Masterplan DWG 15477A-30-C01-20 Rev F
 Landscape Strategy dated August 2025
 Proposed Highway Arrangement DWG 2024-5111-019 Rev E
 Vehicular Swept Paths Analysis DWG: 2024-5111-TR16 (1-12) Rev F
 Red Line Boundary DWG 224339-MNP-XX-XX-DR-C-1810 Rev P01
 S247 Stopping Up Layout Sheet 1 DWG 224339-MNP-XX-XX-DR-C-1800 Rev P01
 S247 Stopping Up Layout Sheet 2 DWG 224339-MNP-XX-XX-DR-C-1801 Rev P01
 S247 Stopping Up Layout Sheet 3 DWG 224339-MNP-XX-XX-DR-C-1802 Rev P01
 S247 Stopping Up Layout Sheet 4 DWG 224339-MNP-XX-XX-DR-C-1803 Rev P01
 S247 Stopping Up Layout Sheet 5 DWG 224339-MNP-XX-XX-DR-C-1804 Rev P01
 S247 Stopping Up Layout Sheet 6 DWG 224339-MNP-XX-XX-DR-C-1805 Rev P01
 Existing Drainage and Easement Plan DWG 62442 RJL XX XX DR C SK01 Rev P1
 Preliminary Foul and Surface Water Drainage Strategy DWG 62442 RJL XX XX DR C 0015 Rev P1
 Preliminary Levels Proposals DWG 62442 RJL XX XX DR C 0020 Rev P1

Preliminary Proposed Existing Sewer Diversion Plan DWG 62442 R JL XX XX DR C
 0010 Rev P1
 Planning Statement dated 11th August 2025
 Design Code Rev 04 dated 30/09/2025
 Design and Access Statement- February 2025
 Heritage Statement v4 dated February 2025
 Daylight and Sunlight Assessment Area 1 dated 10th January 2025
 Daylight and Sunlight Assessment Area 3 dated 17th January 2025
 Waste Management Plan dated August 2025
 Archaeological Desk Based Assessment dated March 2024
 Archaeological Evaluation dated October 2024
 Archaeological Trial Trenching Evaluation dated July 2024
 Schedule of Development
 Retail Sequential Assessment dated 11th February 2025
 Statement of Community Involvement dated 4th July 2024
 Energy and Sustainability Statement dated 31st January 2025
 Rapid Health Impact Assessment dated March 2025
 Planning Fire Statement Area 1 Block A1 dated 29th January 2025
 Planning Fire Statement Area 1 Block A2 dated 29th January 2025
 Planning Fire Statement Area 1 Block A3 dated 29th January 2025
 Planning Fire Statement Area 1 Block A4 dated 29th January 2025
 RIBA Stage 3 Fire Strategy Report Area 1 All Blocks dated 29th January 2025
 Planning Fire Statement Area 3 dated 13th February 2025
 RIBA Stage 3 Fire Strategy Report Area 3 dated 13th February 2025
 Air Quality Assessment Ref P7413-R1-V3 dated 4th July 2025
 Spon End Phase 2, Area 1 - Ground Gas Monitoring dated 5th December 2024
 Initial Tier 2 Ground Investigation Report Phase 2 Area 1 dated December 2024
 Unexploded Ordnance UXO Detailed Risk Assessment dated 26th January 2024
 Acoustics Planning Report Rev 03 dated January 2025
 Environmental Noise Assessment v2 dated 10th July 2025
 Stage 1 Geo-Environmental Site Assessment dated February 2025
 Verification Report- 13th April 2025
 Biodiversity Net Gain Assessment Ref 15477A-30-R12-05-F
 Statutory Biodiversity Metric August 2025- Area 1
 Statutory Biodiversity Metric August 2025- Area 2
 Statutory Biodiversity Metric August 2025- Area 3
 Statutory Biodiversity Metric August
 Ecological Impact Assessment dated 20th February 2025
 Ecological Constraints DWG 32398 BGL ZZ 00 DR A 11004 Rev P04
 Construction Environmental Management Plan dated 3rd February 2025
 Ecological Walk Over Survey and Daytime Bat Assessment Phase 1 Windsor Street
 dated February 2020
 Ecological Walk Over Survey and Daytime Bat Assessment Phase 2 Meadow Street
 dated February 2020
 Bat Mitigation Strategy dated November 2024
 Badger Report dated 23rd August 2024
 Protected Species Report dated 3rd February 2025
 River Sherbourne MoRPh Assessment dated 14th June 2025
 Arboricultural Report Ref 21291/ME
 Arboricultural Method Statement Ref 21291fME-Rev1
 Arboricultural Impact Assessment Ref 21291f-ME-Rev1
 Transport Assessment dated August 2025
 Travel Plan dated October 2025
 Walking and Cycling Audit dated February 2025

	Stage 1 Road Safety Audit dated 23/09/2025 RSA Response Report & Action Log dated 10th October 2025 Flood Risk Assessment dated August 2025 Hydraulic Assessment dated August 2025 Drainage Design Statement dated January 2025 Outline Water Framework Directive Assessment dated 21st February 2025 Technical Note 005: Update to Flood Risk Strategy Technical Note 006: Update - Flood Risk Drainage Conditions Technical Note - Part 1- 6 dated 21st August 2025 Proposed Model Files DWG 510 Rev A Flood Risk Technical Note dated 8th August 2025 Reason: <i>For the avoidance of doubt and to ensure that the details of the development are acceptable to the Local Planning Authority.</i>										
Item No. 8	<table border="1"> <tr> <td>Planning Ref:</td><td>PL/2025/0001377/FUL</td></tr> <tr> <td>Site:</td><td>Sherbourne Student Village, Vincent Street, Coventry</td></tr> <tr> <td>Proposal:</td><td>Temporary change of use from purpose-built student accommodation to flexible student accommodation and serviced accommodation use</td></tr> </table> PROPOSAL Upon reflection Officers consider 5 years is excessive for a temporary change of use and recommend 3 years to be more acceptable and the applicant has agreed to this. CONDITIONS The following condition has been amended to reflect the temporary change of use for 3 years rather than the initially reported 5 years. <table border="1"> <tr> <td>1.</td><td>The change of use hereby permitted is granted for a limited period only expiring 3 years from the date of this decision, when, on or before this date, the temporary use shall cease. Thereafter the premises shall be used as student accommodation in accordance with the original outline planning permission and subsequent reserved matters and other permissions.</td></tr> <tr> <td>Reason:</td><td><i>The Local Planning Authority considers that a permanent planning permission for a C1 Use may not be appropriate in this case without full consideration of all of the details of such a use against the development plan and other material considerations in accordance with Local Plan Policies and consideration of relevant and necessary planning obligations/developer contributions in accordance with Policy IM1 of the Coventry Development Plan 2017.</i></td></tr> </table>	Planning Ref:	PL/2025/0001377/FUL	Site:	Sherbourne Student Village, Vincent Street, Coventry	Proposal:	Temporary change of use from purpose-built student accommodation to flexible student accommodation and serviced accommodation use	1.	The change of use hereby permitted is granted for a limited period only expiring 3 years from the date of this decision, when, on or before this date, the temporary use shall cease. Thereafter the premises shall be used as student accommodation in accordance with the original outline planning permission and subsequent reserved matters and other permissions.	Reason:	<i>The Local Planning Authority considers that a permanent planning permission for a C1 Use may not be appropriate in this case without full consideration of all of the details of such a use against the development plan and other material considerations in accordance with Local Plan Policies and consideration of relevant and necessary planning obligations/developer contributions in accordance with Policy IM1 of the Coventry Development Plan 2017.</i>
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1.	The change of use hereby permitted is granted for a limited period only expiring 3 years from the date of this decision, when, on or before this date, the temporary use shall cease. Thereafter the premises shall be used as student accommodation in accordance with the original outline planning permission and subsequent reserved matters and other permissions.										
Reason:	<i>The Local Planning Authority considers that a permanent planning permission for a C1 Use may not be appropriate in this case without full consideration of all of the details of such a use against the development plan and other material considerations in accordance with Local Plan Policies and consideration of relevant and necessary planning obligations/developer contributions in accordance with Policy IM1 of the Coventry Development Plan 2017.</i>										
Item No. 9	Planning Ref: PL/2025/0000313/HHA Site: 28 Albert Crescent Coventry CV6 2GG Proposal: Application for retrospective home office/ gym rear outbuilding NEIGHBOUR RESPONSE(S) One additional representation has been received raising objections to the following material matters: • Height of the outbuilding.										

	And the following non-material matters: • Boundary encroachment. • In breach of building regulations. • Light pollution. • Loss of views. • Use of building as HMO. These matters have been previously addressed in the officer's report.
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