

Public Document Pack

5. **Late Representations** (Pages 3 - 8)

To be circulated at the meeting.

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Late Representations Planning Committee 2nd April 2026

Item No. 6	<p>Planning Ref: PL/2025/0001730/OUTM</p> <p>Site: FH Roofing, South of Westwood Heath Road, Coventry, CV4 8GN</p> <p>Proposal: Outline planning permission with all matters reserved for future determination, save for the means of access via Westwood Heath Road, for: the demolition of existing buildings and the erection of Purpose Built Student Accommodation (PBSA) of up to 400 bedspaces, site access and highway works, car and cycle parking, green infrastructure and public realm, site drainage and ancillary works</p> <p>CONSULTEE RESPONSES</p> <p>CCC Highways: No objection, subject to conditions and contributions.</p> <p>NEIGHBOUR RESPONSES</p> <p>Following the publishing of the committee report two additional representations have been received, one of which neither objecting nor supporting the application but noting that the speed reduction is welcomed, however concern remains over whether there is a demand for accommodation.</p> <p>One further representation has been received raising an objection of which is summarised as follows;</p> <ul style="list-style-type: none"> - Concern how traffic management will be dealt with on drop off/pick up days once constructed - Access point between site and adjacent social sciences site should be detailed - Improvements required to active travel in area - Location of the 30 mph speed limit inappropriate - Reduction in carriage width to 6.1m - Proposed shared cycle/footway unsuitable <p>HIGHWAYS MATTERS</p> <p>The published committee report sets out that there are objections from the Local Highway Authority to the proposed application due to concerns relating to the accessibility of the site, specifically in relation to the lack of suitable pedestrian and cycle links to the site from the Gibbet Hill Road/Westwood Heath Road roundabout to the east. The applicants have sought to address the objections raised and have responded with proposals to implement a traffic calming scheme which includes highway improvements and a reduction of the speed limit from 40 mph to 30 mph in this section of the highway.</p> <p>The updated highway improvement drawing, which has been circulated with the agenda pack (Drawing Number 0001 Rev. P15 – Access Design For Approval) sets out the improvements being proposed as part of this application. The drawing shows that a raised table will be installed, and visibility splays shown. Together with these elements, other measures inclusive of additional traffic calming features including (a Gateway Feature, Dragon’s Teeth road markings, Vehicle Activated Sign, and Speed Cushions)</p>
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are now proposed along Westwood Heath Road to support the proposed extension of the 30 mph speed limit by approximately 250m.

Further to this, the applicants are also proposing that a 3m wide shared footway / cycleway facility will be provided along the northern side of Westwood Heath Road, which will connect from the proposed vehicular access to the Westwood Way / Kirby Corner Road / Gibbet Hill Road / Westwood Heath Road roundabout. Whilst highways note that this will require some road reallocation however, a minimum road width of 6.1m wide will be retained which is required for two way bus traffic movements. This connection is deemed to complement the wider improvements to the Westwood Way cycle scheme which links the Business Park to the University. It should be noted that Transport for West Midlands have reviewed the drawing also and raise no objection to the design/layout and consider it to be acceptable for buses.

The applicants have also undertaken a Road Safety Audit (RSA) for the proposed improvements as set out. The RSA did not identify any concerns with the measures set out from a safety perspective and the Local Highway Authority also raises no objections in this regard.

Whilst concerns have been raised by local residents as to the proposed traffic generation from the site, it is not considered that the proposed use will give rise to significant additional vehicle movements given the nature of the use and location. The Transport Assessment submitted in support of the proposals provided details of vehicle trip generation for both the existing and proposed uses. The TA indicates that the proposed student accommodation (at 400 beds) could generate approximately 20 fewer two-way vehicle trips during the AM peak period (08:00-09:00), and approximately 8 additional two-way vehicle trips during the PM peak period (17:00-18:00). However, given the likely car free nature of the development this is likely to be less, some movements will arise however for staff and a small number of accessible bays for students (and any associated deliveries). These movements are not deemed likely to be of detriment to the local highway network.

The Highway Authority have also requested contributions to secure the highway improvements, those to Westwood Heath Road are to be conditioned prior to first occupation, with other measures secured to ensure that sustainable means of travel are promoted for future occupiers and staff.

It is noted that one of the representations received since the publishing of the committee report raises queries around a proposed access between the site and adjacent social sciences site, both applications are submitted only in outline, as such further consideration would be given to such link at reserved matters stage for both applications should this application being considered be approved and brought forward, as with the Social Sciences site.

Taking the above into account, it is considered the highway impact is acceptable subject to conditions and contributions as set out within this update paper.

CONDITIONS

Following the removal of the objection from the Local Highway Authority, it is proposed the following conditions are appended to the draft list of conditions published within the committee report;

27. Prior to the first occupation of the building hereby permitted, a student management scheme shall be submitted to and approved in writing by the Local Planning Authority: which sets out clear arrangements for the beginning and end of terms for student moving into and out of the accommodation. Thereafter the building shall only be operated in full accordance with the approved details which shall not be amended in any way.

Reason: *To ensure that the development is compatible with nearby uses and so that it does not adversely impact upon the safe and free flow of traffic in the vicinity of the site in accordance with Policies AC1, AC2 and AC3 of the Coventry Local Plan 2017 and the emerging Local Plan.*

28. Prior to occupation of the development hereby permitted, details of cycle parking facilities shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking facilities shall be provided in full accordance with the approved details prior to first occupation of the building and thereafter those facilities shall remain available for use at all times and shall not be removed or altered in any way.

Reason: *In the interests of encouraging the use of alternative modes of transport with the aim of creating a more sustainable city in accordance with Policies DS3, AC3 and AC4 of the Coventry Local 2017 and the emerging Local Plan.*

29. The accommodation hereby permitted shall be occupied unless and until the communal car parking spaces to be provided have been completed and marked out in full accordance with the approved drawings and made available for use by the occupants and / or visitors to the dwellings and thereafter those spaces shall be retained for parking purposes at all times and shall not be removed or altered in any way.

Reason: *To ensure the satisfactory provision of off-street vehicle parking facilities in accordance with the Council's standards and in the interests of highway safety and the satisfactory development of the site in accordance with Policies AC1, AC2 and AC3 of the Coventry Local Plan 2017 and the emerging Local Plan.*

30. No development (including any demolition) shall take place unless and until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority. The CMP shall include details of: - hours of work; - hours of deliveries to the site; - the parking of vehicles of site operatives and visitors during the demolition/construction phase; - the delivery access point; - the loading and unloading of plant and materials; - anticipated size and frequency of vehicles moving to/from the site; - the storage of plant and materials used in constructing the development; - the erection and maintenance of a security hoarding including decorative displays and facilities for public viewing where appropriate; - wheel washing facilities and other measures to ensure that any vehicle, plant or equipment leaving the application site does not carry mud or deposit other materials onto the public highway; - measures to control the emission of dust and dirt during demolition and construction; - measures to control the presence of asbestos; - measures to minimise noise disturbance to neighbouring properties during demolition and construction; - details of any piling together with details of how any associated vibration will be monitored and controlled; and - a scheme for recycling / disposing of waste resulting from demolition and construction works. Thereafter, the approved details within the CMP shall be strictly adhered to throughout the construction period and shall not be amended in any way.

Reason: *The agreement of a Construction Management Plan prior to the commencement of development is fundamental to ensure a satisfactory level of environmental protection; to minimise disturbance to local residents and in the interests of highway safety during the construction process in accordance with Policies EM7, AC1 and AC2 of the Coventry Local Plan 2017 and the emerging Local Plan.*

31. The Travel Plan hereby approved shall be implemented in full accordance with the details specified therein. The Travel Plan as approved shall be monitored and reviewed in accordance with the approved Travel Plan targets and shall not be amended in any way.

Reason: *In the interests of encouraging the use of alternative modes of transport with the aim of creating a more sustainable city in accordance with Policies DS3, AC3 and AC4 of the Coventry Local 2017 and the emerging Local Plan.*

32. Prior to the first occupation of the development hereby permitted, the highway improvement measures identified in approved plan 'Drawing Number 0001 Rev. P15 (Access Design For Approval)' shall be completed in full and be retained thereafter and not altered in any way.

Reason: *Prior to the first occupation of the development hereby permitted, the highway improvement measures identified in approved plan 'Drawing Number 0001 Rev. P15 (Access Design For Approval)' shall be completed in full and be retained thereafter and not altered in any way.*

CONTRIBUTIONS

The updated list of contributions are set out as follows;

Consultee	Contribution (£)	Towards
Highways - Highway/junction improvements	£402,793.93	Towards the delivery of a shared footway / cycleway and traffic calming scheme along Westwood Heath Road.
Highways - Westwood Way Cycleway Contribution	Up to £107,355.00	Towards the delivery of the wider Westwood Way cycleway scheme.
Highways - Mobility Credits (students)	Up to £127,355.00	Towards Mobility Credits for students, comprising bus passes based on a 4-week Student Regional bus pass at a cost of £53 per month, per student, over a 6-month period.
Highways - West Midlands Cycle Hire Credits	Up to £16,000.00	Towards the provision of cycle hire bundles for each student, calculated at £8 per 100 minutes per bedroom, per annum, for a period of 5 years.
Highways - Travel Plan Monitoring	£6,800.00	Towards the monitoring of the approved Travel Plan for a period of 10 years.
Parks and Open Space	Up to £203,738.77	Towards improvements of public open space and park facilities within Westwood/Wainbody Wards.

Item No. 7

Planning Ref: PL/2025/0001475/FUL
Site: 1a The Riddings, Coventry, CV5 6AT
Proposal: Replacement dwelling (self-build)

	<p>NEIGHBOUR RESPONSE(S)</p> <p>One further objection has been received, but it does not raise any additional issues that have not already been addressed in the report.</p> <p>REPORT</p> <p>Design</p> <p>It is noted that the property lies within Canley Gardens which previously had a control plan to cover the area of Canley Gardens, Beechwood Gardens and Westwood Gardens. This document was first adopted in 1955 and main purpose was to prevent new development of subdivision, conversion or use of a dwelling for other purposes but allowed one for one replacement dwellings. This document however is now considered out of date and has not been adopted as part of the Local Plan from 2017 nor will it be adopted as part of the emerging Local Plan therefore cannot be considered as part of the assessment of this application.</p> <p>Drainage and Flood Risk</p> <p>The application proposes a replacement dwelling which is served by existing drainage, and there is unlikely to be a greater impact than any that currently exists. However, a condition is proposed to require the submission of sustainable drainage as appropriate in accordance with Policy EM5 of the Coventry Local Plan which requires that surface water run-off is managed as close to source as possible.</p> <p>CONDITIONS</p> <p>Prior to the commencement of the development hereby permitted, a scheme shall be submitted to and approved in writing by the Local Planning Authority (LPA) for the provision of a Sustainable Urban Drainage System (SuDS) in accordance with the latest available design guidance. The submission shall include all relevant details and calculations to enable a full evaluation to be undertaken. The drainage details shall be installed in full accordance with the approved documentation prior to occupation of the development and thereafter shall be maintained and shall not be removed or altered in any way.</p> <p><i>Reason: To ensure that adequate drainage facilities are available for the satisfactory and proper development of the site in accordance with policies EM1, EM4 and EM5 of the Coventry Local Plan 2017 and Coventry City Council's adopted Supplementary Planning Document for Delivering a More Sustainable City.</i></p>
<p>Item No. 8</p>	<p>Planning Ref: PL/2025/0002350/FUL</p> <p>Site: 11 Riverside Close, Coventry, CV3 4AT</p> <p>Proposal: Alteration and conversion (change of use) of existing garage to create extra beauty rooms as part of the main salon services within the main building</p> <p>CONSULTEE RESPONSE(S)</p> <p>Highways- no objection</p> <p>The salon and proposed expansion would require 1 parking space per 30m2 of internal floor area. The LHA notes that the existing flat would also generate parking demand. The flat is not proposed to change as part of the proposals and is therefore considered</p>

already accounted for when determining the parking demand associated with the site. In terms of the parking standards set out in the Coventry Connected SPD, Appendix 5, the use would fall under Use Class A2 (Financial and Professional Services). The proposed expansion of salon floor space is stated as 45m², therefore, this could amount to an increase in parking demand of up to 2 spaces according to the parking standards. The property has limited off-street parking to the front due to the tandem arrangement of the existing parking, as such a parking survey has been submitted. Upon a review of the parking survey, the LHA initially objected to insufficient information, however, since further surveys have been undertaken they are now satisfied that it has been demonstrated that the additional 2 spaces can be accommodated on street. The LHA has requested that details of the proposed cycle storage is submitted to and approved in writing by the Local Planning Authority.

CONDITIONS

Details of the proposed cycle storage shall be submitted to and approved in writing by the Local Planning Authority. Then prior to occupation the approved cycle storage shall be implemented, retained therein after and kept available for this use at all times.

Reason: In the interests of encouraging the use of alternative modes of transport with the aim of creating a more sustainable city in accordance with Policies AC4 of the Coventry Local Plan 2017 and the emerging local plan.