

Planning Committee Report	
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
Ward:	Sherbourne
Proposal:	<p>Hybrid planning application comprising:</p> <p>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.</p> <p>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).</p> <p>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.</p>
Case Officer:	Ayesha Saleem

SUMMARY

This is a hybrid planning application for the regeneration of Spon End. The scheme is split into three areas; Area 1 is for full planning permission for 257 no. residential dwellings (100% affordable), 977 m2 of Class E (commercial business use) in the form of 4 apartment blocks located to the northeast of the site. Area 2 is for outline permission to provide up to 462 no. residential dwellings (25% affordable) in the form of 4 apartment blocks along the edge of the site fronting the Butts. Area 3 is for full planning for the erection of 27 no. dwellings (25% affordable). The proposals will also include highway works, drainage infrastructure, landscaping and public realm enhancements including enhancement and engineering works to the River Sherbourne.

BACKGROUND

The application site is located within an established urban area and is largely residential in character. The application site comprises an area of 7.1 hectares and is located between the A4053 ring road where Upper Spon Street meets the B4106 Spon End. The River Sherbourne runs through the centre of the site. The existing buildings within Area 1 have been demolished.

KEY FACTS

Reason for report to committee:	The application has been referred to Planning Committee, due to wider interest of the City.
Current use of site:	Current use of site is residential with retail units.
Proposed use of site:	Residential and ancillary Class E uses
Proposed no of units	746 residential units

RECOMMENDATION

Planning Committee are recommended to delegate the grant of planning permission to the Strategic Lead for Planning subject to conditions and the completion of a S106 Legal Agreement to secure the contributions and for the Strategic Lead for Planning to agree any necessary amendments to the s106 Legal Agreement and Planning Conditions in consultation with the Chair.

REASON FOR DECISION

- The proposal is acceptable in principle.
- The regeneration of Spon End will deliver considerable social, economic and environmental benefits that include the delivery of new homes that will better meet the needs of residents.
- The density and housing mix proposed are acceptable in this highly sustainable location.
- The proposed layout, design and appearance of the development is considered of high-quality design.
- The proposal is deemed to have less than substantial harm upon the neighbouring heritage assets that is outweighed by the public benefits of the scheme.
- The parking provision for the site is considered acceptable when considering its highly sustainable location.
- The proposal will not adversely impact upon the amenity of neighbours.
- The proposals will create significant enhancements to open spaces and the public realm, improving the amount and quality of open space and green infrastructure on the site contribution to biodiversity gain.
- The proposal extensive enhancements to the River Sherbourne, which includes engineering works to the riverbed and banks to help improve flow and sustainable drainage into the river.
- The proposal makes acceptable provision for necessary developer contributions.

The proposal accords with Policies: DS1; DS3; DS4; H1; H2; H3; H4; H6; H9; R4; GE1; GE3; GE4; DE1; HE2; AC1; AC2; AC3; AC4; AC5; EM1; EM2; EM3; EM4; EM5; EM7 and IM1 of the Coventry Local Plan 2016 and the emerging Local Plan, together with the aims of the National Planning Policy Framework.

SITE DESCRIPTION

The application site is located to the west of Coventry city centre and immediately adjacent to the A4053 ring road. The application site comprises an area of 7.1 hectares and is located between the A4053 ring road where Upper Spon Street meets the B4106 Spon End. The River Sherbourne runs through the centre of the site.

The application is split up into three areas, which are as follows:

- Area 1 relates to an area of land located to the south of Upper Spon Street, between Meadow Street and Windsor Street and to the north of Sherbourne Street.
- Area 2 relates to the land located south of the River Sherbourne and includes four individual plots to the north of Butts Road, with a combined area of 1.6ha of brownfield land.
- Area 3 relates to properties on Sherbourne Street, the existing parade of shops and flats on Upper Spon Street (Melbourne Gardens) and Wellington Gardens, which includes the bungalows, the two-storey building on Windsor Street (the Mind building) and properties facing Sherbourne Street.

The site currently consists of 462 flats (accommodated within a range of buildings which extend between 1-11 storeys in height) and 9 bungalows. The site also includes Meadow House, a tall 18- storey apartment building located in the northeast of the site, which is proposed to be retained.

The site includes land which falls within the Spon End Conservation Area. This includes land bound by Sherbourne Street to the west, Windsor Street to the east and shops on Upper Spon Street End to the north. This area of the site includes Wellington Gardens, which consists of nine individual residential bungalow properties and a 4th building known as the Mind Building. A cast iron span bridge (Vignola's Bridge) is one of two river crossings within the site, and it is identified as a Scheduled Monument. There are no listed buildings within the application site.

A large proportion of the site and existing residential properties, including the bungalows at Wellington Gardens, are located within Flood Zones 1 and 2, which runs north and south of the River Sherbourne for most parts of the site. The banks along the River Sherbourne fall within Flood Zone 3.

There are a number of trees throughout the site and along the riverbank of the River Sherbourne. Aside from the tree-protected status in the Spon End Conservation Area, there is only one identified tree affected by a Tree Preservation Order (TPO), this is a Lime tree which is located south of Wellington Gardens.

APPLICATION PROPOSAL

The application seeks planning permission for the regeneration of the site by demolishing existing buildings and the construction of up to 746 new dwellings as part of the redevelopment of the wider Spon End site, in a phased approach, which will form part of one hybrid planning application. The proposals are split into three distinct areas and phases of development.

Area 1:

Full planning permission is sought in Area 1 for the construction of 4 apartment blocks ranging between 4-9 storeys in height which will provide 257 dwellings in total in which

the break down is follows; Block A1 is to provide 72 dwellings, Block A2 is to provide 76 dwellings, Block A3 is to provide 52 dwellings and Block A4 is to provide 57 dwellings. These apartments will accommodate 1 and 2 bed properties which will be 100% affordable. The mix is as follows:

Type of dwelling:	Social Rent:	Intermediate:
One bed apartment	57	0
Two bed apartments	148	52

The proposal will also include up to 977sqm of flexible commercial / business / service floorspace at the ground floor in Buildings A2 and A3.

The proposal will include 78 new residential parking spaces (including 7 blue badge places) and 20 new commercial parking spaces (including 3 blue badge holder spaces). There will be dedicated bin storage points and EV charging points within the site.

Buildings A1 and A2 will take access from a new road that connects to Windsor Street to the west, whilst buildings A3 and A4 will take access from Meadow Street via a newly created road

Brick is the primary palette within area 1 for all the apartments that are to be built.

Many of footpaths/ roads within area 1 are adopted highway, plans have been provided which show stopping up of the highway.

The proposals will incorporate a greenway which will be a new pedestrian link running to the south within Area 1.

There will be river enhancement works, including refurbishment to Windsor Street Bridge and Hope Street Bridge and improved connectivity via a Greenway from Upper Spon Street to Butts Road.

Area 2:

The proposal seeks outline planning permission for the demolition of the existing 10-storey apartment building at Spon Gate House, the demolition of Grindlay House, Drinkwater House, George Poole House, Givens House, Gardner House, Fennel House, Winslow House and Corrie House and the Hampton Public House, positioned on the corner of Butts Road and Windsor Street.

As part of this application, permission is sought in relation to access only. All other matters are reserved for subsequent approval.

The scale, bulk, massing, height, appearance and siting of these buildings are shown indicatively for buildings B1, B2, B3 and B4 and provide a guide to the parameters of development.

The proposal seeks planning permission for up to 462 dwellings with 25% being affordable. There is an indicative mix of 1-3 bed dwellings, which will consist of the following mix:

Type of dwelling:	Social Rent:	Intermediate:	Outright Sale:
One bed apartment	35	14	168
Two bed apartments	35	35	166
Three bed apartments	0	0	9

Indicative plans show building heights ranging from 8 storeys (buildings B1 & B2) in the west of Area 2 and increasing to 12, 15 and 18 storeys (building B4 to the east of Area 2).

Building B1, at the corner of Butts Road and Upper Spon Street, will be served from Upper Spon Street via pedestrian access. Buildings B2 and B3 will utilise the existing accesses onto Windsor Street (vehicle access). Building B4 will take access from Meadow Street (vehicle access).

Area 3:

Full planning permission is sought for the demolition of existing buildings in a conservation area including Wellington Gardens, Sherbourne Street, and Upper Spon End Street Shops and for the erection of 27 dwellings which will be a mix of 2, 3 and 4 bed dwellings. These will consist of the following mix:

Type of dwelling:	Social Rent:	Intermediate:	Outright Sale:
Two bed dwelling	0	0	6
Three bed dwelling	0	3	14
Four bed dwelling	4	0	0

The dwellings will be mainly three storeys and designed in mainly red brick with patterned brick inserts, green tiling and grey cladding.

The proposals will include 54 car parking spaces (2 car parking spaces per dwelling), EV charging points and dedicated bin storage within each property to be collected at the rear of the properties.

A new access road from Upper Spon Street will serve the proposed housing in Area 3. This will form a cul de sac mews arrangement to the rear of the houses. There will be no through route to Windsor Street via this access. The houses on Upper Spon Street and Windsor Street will front onto those streets.

Comprehensive landscaping proposals including improved open space provision and pocket parks and enhancement to the public realm. Also, River enhancement works will be carried out, including refurbishment to Spon Gate footbridge.

River Sherbourne enhancement works:

An overview of the enhancement works to the river include the following works:

- Address overgrown self-seeded banks. Trees surveyed and removed to open up views and allow sunlight to vegetation surrounding the river.
- Silt build-up up to be removed on the riverbed and bed levels re-levelled to create better flow.
- New planting beds to rescue silt build-up.
- Spon Gate footbridge to be refurbished (Area 3).
- Widen and reduce the channel in places.
- Bank levels to be re-levelled to improve floodplain connection and create new wetland habitats.
- New riverside boardwalk and footpath to be created along the north of the river.
- Creation of a detention basin (in Area 3).
- Introduction of new seating on the riverbank
- Hope Street bridge to be enhanced with brick balustrades replaced with timber wood railings.
- Removal of silt and management of the culvert and remove impounding affect.

Phasing:

Area 1 will be the first phase of the project. Demolition of the existing blocks within Area 1 has received planning approval, with demolition works having commenced in March 2025 and completed by Summer 2025.

Development for Area 1 will commence directly after completion of the demolition, with an overall, Area 1 completion of December 2028. This will also include the first phase of the River Enhancement works, east of Windsor Street, commencing late 2027.

Development works in Area 2 (including demolition) will commence in 2028 and are scheduled to complete by 2035.

Works in Area 3 (including demolition) will commence in 2030 and are scheduled to complete in 2033. Area 3 will include the second / final phase of the river enhancement works, west of Windsor Street, due to commence in 2030. Area 3 will also include highway alteration works to Windsor Street, which are also due to commence in 2030.

PLANNING HISTORY

There are a number of historic planning applications which relate to the wider site which are not considered to be of relevance to this application. The only relevant consents are as follows:

- PL/2024/0000876/PAPD Prior Notification of proposed demolition of Kerry House, Milestone House and Trafalgar House in Area 1- Granted 16/06/2024
- PL/2024/0002537/DCA Submission of details to discharge condition Nos. 1 (Badger Survey), 2 (Badger protection measures), 3 (Nesting Bird Survey), 4 (INNSP), 5 (Construction Environmental Management Plan), 6 (Bat Survey), 7 (Demolition Management Plan), 8 (Delap Survey), 9 (Updated Demolition Method Statement), 10

(Tree Survey) and 11 (Drainage); imposed on planning permission reference PL/2024/0000876/PAPD granted on 19/06/2024 for prior approval for demolition of buildings- Granted 17/04/2025

- PL/2025/0001390/FUL Change of use to car wash, erection of canopies, and associated external works- Awaiting Determination (Application Site is Butts Retreat, 126 Butts)

POLICY

National Policy Guidance

National Planning Policy Framework (NPPF) December 2024. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that is relevant, proportionate and necessary to do so. The NPPF increases the focus on achieving high quality design and states that it is "fundamental to what the planning and development process should achieve".

The National Planning Practice Guidance (NPPG) adds further context to the NPPF and it is intended that the two documents are read together.

Local Policy Guidance

The current local policy is provided within the Coventry Local Plan 2016, which was adopted by Coventry City Council on 6th December 2017. Relevant policy relating to this application is:

Policy DS1: Overall Development Needs

Policy DS3: Sustainable Development Policy

Policy DS4: (Part A) – General Masterplan Principles

Policy H1: Housing Land Requirements

Policy H3: Provision of New Housing

Policy H4: Securing a Mix of Housing

Policy H6: Affordable Housing

Policy H9: Residential Density

Policy R4: Out of Centre Proposals

Policy GE1 Green Infrastructure

Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation

Policy GE4: Tree Protection

Policy JE7: Accessibility to Employment Opportunities

Policy DE1 Ensuring High Quality Design

Policy HE1 Conservation Areas

Policy HE2: Conservation and Heritage Assets

Policy AC1: Accessible Transport Network

Policy AC2: Road Network

Policy AC3: Demand Management

Policy AC4: Walking and Cycling

Policy AC5: Bus and Rapid Transit

Policy EM1: Planning for Climate Change Adaptation

Policy EM2: Building Standards

Policy EM3 Renewable Energy Generation

Policy EM4 Flood Risk Management

Policy EM5 Sustainable Drainage Systems (SuDS)

Policy EM6 Redevelopment of Previously Developed Land

Policy EM7 Air Quality
Policy EM8 Waste Management
Policy IM1: Developer Contributions for Infrastructure

Emerging Local Policy Guidance – Local Plan Review was submitted to the Planning Inspectorate on 9th September 2025 for examination

Local Plan review is currently at Reg 19 consultation. Relevant emerging policy relating to this application is:

Policy DS1: Overall Development Needs
Policy DS3: Sustainable Development Policy
Policy DS4: (Part A) – General Masterplan Principles
Policy H1: Housing Land Requirements
Policy H2: Housing Allocations (H2:36)
Policy H3: Provision of New Housing
Policy H4: Securing a Mix of Housing
Policy H6: Affordable Housing
Policy H9: Residential Density
Policy R4: Out of Centre Proposals
Policy GE1 Green Infrastructure
Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation
Policy GE4: Tree Protection
Policy JE7: Accessibility to Employment Opportunities
Policy DE1 Ensuring High Quality Design
Policy DE2: Delivering High Quality Places
Policy HE1 Conservation Areas
Policy HE2: Conservation and Heritage Assets
Policy AC1: Accessible Transport Network
Policy AC2: Road Network
Policy AC3: Demand Management
Policy AC4: Active Transport Provision including Walking, Cycling and Micro Mobility
Policy AC5: Policy AC5: Bus, Demand Response Transit and Rapid Transit
Policy EM1: Planning for Climate Change Adaptation
Policy EM4 Flood Risk Management
Policy EM5 Sustainable Drainage Systems (SuDS)
Policy EM6 Redevelopment of Previously Developed Land
Policy EM7 Air Quality
Policy EM8 Waste Management
Policy IM1: Developer Contributions for Infrastructure

Supplementary Planning Guidance/ Documents (SPG/ SPD):

SPG Design Guidance for New Residential Development
SPG Spon End and Nauls Mill Area of local distinctiveness Area
SPD Delivering a More Sustainable City
SPD Coventry Connected (Transport and Accessibility) 2
SPD Health Impact Assessment
SPD Green Space Strategy
SPD Air Quality
SPD Tall Buildings Design Guide

CONSULTATION-

No objections subject to conditions/ contributions & informatives received from: -

- Urban Design
- Archaeology
- Conservation
- Trees
- Ecology
- Environmental Protection
- The Local Lead Flood Authority
- Environment Agency
- Affordable Housing
- NHS ICB
- HNS Trust
- Education
- Streetscene & Greenspace
- Sport CCC
- Sport England
- Economic Development Services
- HSE Fire
- West Midlands Fire Services
- West Midlands Police
- Cadent Gas
- Canal & River Trust
- Transport for West Midlands

No comments were received from:-

- National Grid
- Sustainability
- Severn Trent

No comments in the re-consultation were received from:-

- Active Travel England initially objected and no further comments have been received.
- Public right of way initially objected and no further comments have been received.

An objection has been received from the Local Highway Authority. This relates to elements of the layout which the applicants are working to resolve and will be updated within the late representations.

Neighbour consultation

Notification letters were initially sent out to neighbouring houses and 10 site notices were displayed on the 1st April 2025 and a press notice was posted.

In total we have received 7 comments of which 4 are objections, 1 neutral comment and 2 representations raising non- material planning considerations.

The four letters of objection have been received, raising the following material planning considerations:

- Concerns regarding felled trees

- Concerns regarding flooding/ alterations/ remodelling to River Sherbourne
- Loss of light from overbearing from apartments in area 1
- Loss of privacy from apartments in area 1
- Ensuring that there is a balanced / mixed community in area one
- Achieving a satisfactory range of education, health and other services
- Concerns regarding enhancing the local heritage

The two letters received raising non-material planning considerations are as follows, these cannot be given due consideration in the planning process:

- Rehousing of existing residents
- Implications of the timeline for the redevelopment
- Dangerous living next to construction site

The one neutral comment received was to recommend that the developer makes installation of a minimum of 261 (1 per residential unit on average across the development)] Swift nest bricks and a planning condition to provide enhancement for biodiversity.

A 14-day re-consultation period was carried out on the amended plans, and one letter of objection has been received. The following non-material planning considerations were raised; these cannot be given due consideration in the planning process:

- Concerns regarding rehousing
- Personal investment in the property
- Loss of community/ sense of security/ health concerns from being rehoused

Any further comments received will be reported within late representations.

APPRAISAL

The main issues in determining this application are principle of development, the impact upon the character of the area and the Conservation Area, the impact upon neighbouring amenity, highway considerations, flood risk, noise, contaminated land, air quality, ecology trees and infrastructure requirements.

Principle of Development

Residential:

The National Planning Policy Framework, paragraph 11, states that “Plans and decisions should apply a presumption in favour of sustainable development. For Decision Making, this means:-

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless: i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Footnote 8 to paragraph 11 confirms that this includes situations where the local authority cannot demonstrate a five year supply of deliverable housing sites (with the appropriate buffer set out in paragraph 78).

Based on the provisions of the December 2024 NPPF the Council is able to demonstrate a 5.6 year housing land supply as of 31st December 2024. Whilst the Council is able to demonstrate a healthy supply of homes, the overarching aims of the NPPF and indeed the adopted Local Plan is to deliver additional dwellings, indeed windfall sites within the housing trajectory are key to maintaining an adequate supply of homes. Part C of Paragraph 125 of the NPPF states that planning decisions should 'give substantial weight to the value of using suitable brownfield land within settlements for homes ... unless substantial harm would be caused, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land'. Indeed, the weight attached to the NPPF and the delivery of homes, being substantial as referenced above would be deemed to outweigh any harm. Indeed, the site is also previously development brownfield land. Taking the above into account the principle of development is acceptable.

Within the current Local Plan, the application site is not allocated. However, under the emerging Local Plan Policy H2:36, shows this site is an allocated housing site for 750 dwellings. Policy H2:33, states that this site is part of Citizen Housing regeneration portfolio. Enhancement and improvement to the River Sherbourne and consideration given to the associated floodplain. Majority of the site is in Flood Zone 2 and part with Flood Zone 3.

The proposal is for a total of 746 dwellings, which is very close to the emerging Local Plan allocation.

When considering other key housing policies within the adopted Local Plan, Policy H3 of the adopted Local Plan also relates to the provision of new housing and requires sites and developments to provide a quality living environment for future occupiers which does not have contaminants, noise and air quality issues. H3 also sets out a criterion that developments should wherever possible be located;

- a. within 2km radius of local medical services;
- b. within 1.5km of a designated centre within the city hierarchy (policy R3);
- c. within 1km radius of a primary school;
- d. within 1km of indoor and outdoor sports facilities;
- e. within 400m of a bus stop; and
- f. within 400m of publicly accessible green space.

The site meets the criterion set out in H3 given that the site is in a highly sustainable edge of city centre location well served by transport and walking links to the city centre and surrounding amenities.

Policy H4 relates to housing mix, the policy states that the Council will require proposals for residential development to include a mix of market housing which contributes towards a balance of house types and sizes across the city in accordance with the latest Strategic Housing Market Assessment. That being said, part 2 of H4 states that in assessing the

housing mix in residential schemes the Council may take into account circumstances where it may not be appropriate to provide the full range of housing types in accordance with the latest Strategic Housing Market Assessment, including; sites where particular house types and/ or building forms may be required in order to sustain or enhance the setting of a heritage asset.

The Coventry and Warwickshire Housing & Economic Development Needs Assessment 2022 (HEDNA) provides the latest housing figures. The HEDNA suggests that the mix of market housing that should be provided in Coventry is 10% 1-beds, 40% 2- beds, 40% 3-beds and 10% 4-beds. These figures are intended to be used as a monitoring tool across the city rather than to be applied rigidly to all individual development sites. The figures should also be applied considering the existing housing mix in the locality and gaps within this; the site location and characteristics; and the local need. The breakdown is as follows:

Type of dwelling:	Area 1:	Area 2:	Area 3:
1 bed dwelling	57 (22%)	217 (47%)	0
2 bed dwelling	200 (78%)	236 (51%)	6 (22%)
3 bed dwelling	0	9 (2%)	17(63%)
4 bed dwelling	0	0	4 (15%)
Total dwellings:	257	462	27

The proposals will provide 1–2-bedroom properties in Area 1. This is required to replace the existing housing stock on a like for like basis. Indicative plans for Area 2 show that 1–2-bedroom properties are proposed, however this will be influenced by market demand. Proposals in Area 3 show a mix of 2, 3 and 4 bed family housing dwellings and aligns with housing need set out within the topic paper and HEDNA. The proposed housing mix on site is heavily influenced by the need to replace existing housing stock, the site's edge of centre location and the constraints of the site which are more suited to the high-density development proposed. Therefore, the proposal is considered to be compliant to Policy H4 of the Coventry Local Plan.

Adopted Local Plan Policy H9 (Residential Density) states a minimum density for the site of 35dph. The emerging Local Plan states that in the City Centre Transition Zone, within which this site falls, should seek to achieve 125dph.

The site is divided into three areas totalling 6.1ha and delivering 749 homes. This equates to an overall density of 122dph. Given that this proposal will achieve around 122dph, officers are satisfied that the proposal complies with Policy H9 of both the adopted and emerging Local Plans.

Commercial:

The proposals are predominantly residential however a small-scale ancillary retail development is proposed within three units at the ground floor level of blocks A2 and A3 within Area 1. The use of the units would be ancillary to the residential use and are likely to comprise a small convenience foodstore, café and flexible space. However, as the end uses are not currently confirmed and to allow for future flexibility, the uses sought for the units is a flexible use under use class E. The cumulative floorspace will be 977 sq.m gross across the three units.

Policy R4 states that 'proposals for retail and other Main Town Centre uses (including proposals for the expansion or re-configuration of existing uses and the variation of existing conditions) will not be permitted in out-of-centre locations unless they satisfy the Sequential Assessment and the Impact Test (where appropriate).

Sequential Assessment:

- a) A sequential assessment will be required for all retail and other Main Town Centre use proposals outside a defined centre and should be prepared in accordance with national guidance. This should have regard to the centres hierarchy set out in policy R3.
- b) Where in-centre options are exhausted, edge of centre locations (within 300m of a centre boundary) that are well connected and accessible to the centres themselves should also be considered in advance of out of centre sites.

Impact Test:

- a) An Impact Test will be required for all retail and other Main Town Centre use proposals outside a defined centre that exceed 1,000sq.m (gross) floor space. The assessment of Impact should be prepared in accordance with national guidance and consider the potential impact on the vitality, viability, role and character of a defined centre(s) within the centres hierarchy (as set out in policy R3).'

The application site is located approximately 150m west of the primary shopping area boundary for Coventry city centre and is in an edge-of-centre location for retail planning purposes. Accordingly, a sequential assessment is required for the proposals.

A retail sequential assessment has been prepared and is submitted in support of this application. The assessment has considered the suitability and availability of sequentially preferable sites and premises in and on the edge of Coventry city centre and Earlsdon district centre. The assessment concludes that the retail sequential test is passed. There are no sequentially preferable sites which are both suitable and available to accommodate the proposed development, even with the application of appropriate flexibility to the site search parameters. This has been accepted.

The proposals will provide less than 1,000 sq.m of new commercial floorspace and therefore a Retail impact assessment is not required.

The principle of retail is accepted, and the proposals are compliant with Policy R4 of the Coventry Local Plan.

Affordable Housing-

Policy H6 of the Local Plan requires the provision of 25% affordable housing across the whole site, including the care home element of the proposals.

The development provides the following affordable housing figure:

- Area1- 100% affordable of 1 and 2-bed apartments (205 social rent: 52 rent to buy).
- Area 2- 25% provision of 1 and 2 bed flats-tenure split to be confirmed at the reserved matters stage; however, a minimum of 12.5% Social rent shall be provided and the other 12.5% can be flexible with regards to affordable housing.
- Area 3- 25% provision 2 and 4 bed houses (4 social rent, 3 Intermediate).

This application meets the threshold for an affordable housing requirement under Policy H6 of the Local Plan, which would require 25% affordable housing. The Housing Strategy Team has worked closely with Citizen and support the provision of 100% affordable housing in Area 1, with 25% affordable housing in Areas 2 and 3. There is a need for all sizes of properties in the city, particularly family-sized homes, but as this development is primarily apartments the proposed size mix is acceptable.

Open Space Provision

Policy GE1 of the Coventry Local Plan states new development proposals should make provision for green infrastructure to ensure that such development is integrated into the landscape and contributes to improvements in connectivity and public access, biodiversity, landscape conservation, design, archaeology and recreation.

Based on the average occupancy figures for a net increase of 275 properties the on-site provision expected for this development would be 0.56 ha formal greenspace and 1.39 ha informal greenspace.

There is already a significant deficit of greenspace within the existing development site and wider ward. Within the Full application area (Area 1 and Area 3) there is a net loss of greenspace which is compensated on the latest plans by a net gain of greenspace within the outline area, Area 2. To ensure there is not a net loss of greenspace across the whole development site the quantity of greenspace in Area 2 currently shown on the Greenspace Masterplan needs to come forward and should be conditioned.

Across the whole development site, it is recognised that the post development greenspace will be of a higher quality, and a greater proportion will be classified as formal greenspace than previously and will exceed 0.56 ha, so no formal greenspace contribution is requested. However, there is no net increase of informal greenspace within the development site so a S106 contribution of £134,741 is requested to offset the additional pressure on local informal greenspaces generated by this development.

In line with the Open Space SPD and Fields in Trust standards we would expect a development of this size to provide a NEAP, at least one additional LEAP and a MUGA or wheeled sports facility along with multiple LAPs. A LEAP is being provided on site, which will be secured by condition.

The catchment distance for a MUGA (or wheeled sport facility) is 700m and the development site does not fall within 700m safe walking distance of an existing facility. Further there is not an alternative existing site within 700m of the development site which could host a MUGA therefore we would prefer that this facility is provided onsite. If there is no alternative but to provide a contribution to off-site provision, then £340,000 would be requested to provide a facility at the nearest viable site following assessment of safe walking distances.

The catchment distance for a NEAP is 1000m and the development site does fall within catchment of existing facilities however much of the equipment at the nearest facility is end of life. If it is not viable to provide a NEAP on site due to space constraints, then a contribution of £277,211 would be requested to refurbish existing NEAP facilities within the catchment of the development site.

Impact upon Visual Amenity

Policy DE1 of the Local Plan seeks to ensure high quality design and development proposals must respect and enhance their surroundings and positively contribute towards the local identity and character of an area.

Paragraph 131 of the NPPF states the creation of high-quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

The National Planning Policy Framework, paragraph 135 states that “Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

The NPPF further states (at paragraph 139) “Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes”.

Layout:

The general layout of the three areas offers character areas and respect established principles of separation distances between apartment blocks to ensure privacy is retained between the forms which would be supported.

The proposal offers a narrative with the green heart forming the key direction of the design evolution in order to both enhance the accessibility and quality of the green and blue spaces afforded to the site. This narrative is beneficial at utilising these elements to improve the quality of the space, promotes a high quality of life and encourage the formation of a community through opportunities for interaction and it is encouraging that this is being used to for the sites identity and are notably core considerations to forming a more sustainable form of higher density city living.

Area 1:

Within Area 1 there are 4 apartment blocks proposed in which the details of the design and height of the apartment building have been informed by the site's proximity to the city centre and existing residential properties on Watchmakers court and Upper Spon Street. It is proposed that the building will range in height from 4 to 9 storeys. Buildings have been stepped to have regard to the context of the Area, and building heights increase towards the centre of Area 1 along the river frontage.

The proposals seek to provide a cluster of tall buildings set against the backdrop of Meadow House and the buildings within the city centre and therefore the proposed massing will be in keeping with the locality. The apartments blocks are to be designed in flat roofs, which will vary in height, given the proposed massing.

The proposed material palette for Area 1 is predominantly different shades of brick and aluminium cladding, which is considered to be acceptable. Full details of materials will be conditioned.

Proposal for Area 1 have been revised to take account of easement locations and the eastern wing of Building A4 reduced in height to ensure a suitable relationship to existing residents (Watchmakers Court) is achieved.

The proposals are supported by a comprehensive landscaping plan which has been prepared in support of the proposals for Area 1. This will show the location of a green corridor which runs from Upper Spon Street to include an improved and larger Area of open space with a new informal natural play space (such as mounds and fallen logs) which will run to the south of the apartments, parallel to the River Sherbourne. The landscaping strategy which will encompass landscaped green spaces including enhancement works to the river, the greenway, which serves as an important green route for pedestrians and cyclists (this runs through the heart of Area 1 and provides linkages with Upper Spon street to Area 2, to Area 3). The objectives for each of these spaces are set out in further detail within the landscape strategy, and include elements such as improved linkages, pocket of informal play and seating Areas, rainwater gardens, wildflower meadows boardwalks and viewing Areas. Works in Area 1 will also facilitate refurbishment works to Windsor Street Bridge and Hope Street Bridge.

The footprint of new development in Area 1 has been positioned closer to the river to improve interaction, surveillance and connectivity with the river and the open space provision, as well as respecting the setback required from the riverbank.

Area 1 falls outside of the of the View Cone 13: The Butts, as set out in the Coventry View Management Framework and therefore it is not anticipated that the proposals will have a harmful impact on important identified views of the three church spires located within the city centre.

Overall, it is considered that the 4 proposed apartment blocks will have an acceptable impact upon the visual amenity of the area complying with Policy DE1 of the Coventry Local Plan.

Area 2:

Given Area 2 has been submitted in outline form with only access to consider details regarding layout, scale, appearance and landscaping cannot be considered at this stage.

The masterplan shows the indicative siting of buildings in Area 2. It is envisaged that the Area 2 will have larger massing along the ring road and further as you go east towards the City Centre.

Area 3:

The site lies within the Spon End conservation Area, the proposed 27 dwellings are designed to reflect a tighter density, with properties positioned back-to-back. The dwellings are designed as 3 storey townhouses. Each of the dwellings will benefit from private amenity space, parking/ garages and bin storage.

The dwellings will be designed as traditional terrace properties with gable roof types varied at different roof heights. The dwellings will be prominent to both Upper Spon Street and Windsor Street. The predominant material use would be red and grey brick, with patterned inserts, cladding, green ceramic bricks and roof tiles. The design, scale, massing, elevation treatment, palette of materials has been strongly influenced by the local vernacular particularly properties near to Upper Spon Street.

The site is at risk of flooding and therefore there is a need to ensure that proposals are safe from flood risk for the lifetime of the development and will not increase flood risk elsewhere. Flood risk modelling has therefore informed the current proposed layout of the dwellings within Area 3.

Landscaping works for this area include landscaping for the residential element and the land to the south of this and along the River Sherbourne. It will include an open Area of land which will include retention and refurbishment of the war memorial, outflow catchment basement, creation of paths, retention of trees (including those protected), and locally equipped play Area (LEAP). Works in Area 3 also include refurbishment works to the Spon Gate Bridge and along the River Sherbourne.

It is considered that the proposals have been designed to ensure they respond to the character of the conservation Area and provide an enhancement to its overall setting. Therefore, the proposals are compliant to Policies DE1 and HE3 of the Coventry Local Plan.

Shop Fronts:

The proposals are predominantly residential however a small-scale ancillary retail development is proposed within three units at the ground floor level of blocks A2 and A3 within Area 1.

Officers requested that shop front design typologies should be provided. The shop frontages show 1.5m height spaces and the design parameters and typology have been included within the Design Code and are considered to be accepted. Advertising for future occupiers will be the subject of a separate application for advertainment consent.

Townscape and Visual Impact Assessment:

Townscape and Visual Impact Assessment (TVIA) is a tool used to identify and assess the effects of change resulting from development on both the townscape as an

environmental and cultural resource, and on people's views and visual amenity. This has been prepared for Area 2.

The TVIA concludes that the proposal has been sensitively designed to ensure they promote both visual physical permeability. The building will contribute positively to the immediate and wider townscape context by improving visual legibility of townscape by responding to the site's transitional location, as an edge of city centre location, where vertical buildings along key approach routes to the city centre are established. The buildings in Area 2 seek to provide progression of scale and massing towards the city centre which supports wayfinding and spatial hierarchy. The report advises that the proposal will have an overall beneficial impact and will not affect the protected view cone 13 or heritage assets located within the vicinity of the site.

Design Code:

A Design Code has been submitted in support of the application combining the parameter plans and design details proposed within the full section of the application. The design code will guide the development within Area 2 and ensure that important design elements within the site are adhered to and incorporated into any reserved matters application that comes forward so, there is consistency and a high-quality design carried on throughout.

Heritage Character of the Area & Heritage Assets:

Policy HE2 states 'Development proposals involving heritage assets in general and listed buildings in particular, should acknowledge the significance of the existing building and the area by means of their Siting, massing, form, scale, materials and detail.'

Paragraphs 212- 219 within the National Planning Policy Framework relate to Heritage assets. In particular paragraph 215 of the National Planning Policy Framework states 'Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use'

Conservation Area:

Spon End is one of the earliest residential areas in the city, by the late medieval period Spon End, Upper Spon Street and Spon Street had become one of the principal routes to and from the city, which was entered via Spon Gate (built c1391, demolished 1771). Plots of land by the roadside were developed and several 15th century listed timber framed buildings remain today despite extensive redevelopment, one (Nos. 97 and 98 Spon End) being a hall house of the 15th century, and the Weavers House along Upper Spon Street is an intact example of early cottage industry, now a museum, the timber framed buildings layout and interior are 15th century, with blackened rafters in the roof, providing evidence of the building being an early hall house.

The Sherbourne River also runs through the site, it is one of the few areas in the city where the Sherbourne is not culverted, making this section of the river of great importance, historically and ecologically. Historically there was a mill along this section of river, and the area has long been associated with dyers, and tanners who depended on the river for their industry and later the weavers within Spon End. By the 19th century, watchmaking had become the predominant trade along Spon End and was at the centre of Coventry's Watchmaking industry.

Wellington Gardens lies within the northwest of the proposal site and is part of the Spon End Conservation Area. This contains a set of elderly people's bungalows. They are built using warm rustic brick, with copper green roofs, they have a stripped modernist design and are symmetrically ordered around a high-quality verdant setting. Within the centre of the site is a war memorial. Within Wellington Gardens and now demolished, there used to be a short two storey terrace with copper roofed first floor canopy, containing shops and a community centre. The zone is now mainly made distinctive by its open, landscaped and quiet character in contrast to the nearby built-up streets.

The bungalows are built on an old slum site, and apparently replaced Alms Houses of Fords Hospital that were destroyed during the WW2 air raids. The buildings were designed by Donald Gibson City Architect in the early 1950's as a mixed scheme of residential, community buildings and shops.

The non-designated heritage assets are architecturally significant because of their pioneering modernist design by Coventry City Architect Donald Gibson, featuring in his 1951 development plan. They are historically and communally significant because of they are purpose-built replacement alms houses which used to be inhabited by war veterans. The communal significance is increased due to the siting of war memorial.

This area of the development site falls within the Spon End Conservation Area. Development on this site, will cause a significant level of harm to the conservation area, and cause total loss of the existing non-designated heritage assets within it. Demolition of the existing buildings will only be acceptable if their replacement provides an enhancement to what is existing.

The total loss of Wellington Gardens has been justified through careful design, that provides a recollection of the history of the site, albeit the history of Spon End before Wellington Gardens. The existing plaque commemorating fallen soldiers will be retained in situ. The existing post war Donald Gibson low density bungalow housing within Wellington Gardens and other end of life buildings within the nearby vicinity will be demolished and replaced with a more modern, sustainable, high-density development of social housing. The loss of Wellington Gardens is regrettable but the carefully designed Area 3 replacement and associated public benefit of the proposals largely does outweigh the total loss of the non-designated heritage asset of Wellington Gardens.

Public art will go some way to offsetting the remaining level of harm – ensuring that the new development is site specific and celebrates Spon Ends long history through interpretation, storytelling and interactive art. A public art strategy has been conditioned.

Heritage Assets:

The following section below considers the level of harm caused by the proposed development to the nearby heritage assets:

- The Grade II* listed Nos 119 to 123 Upper Spon Street (NHLE: 1226523) , late medieval (C15) timber framed and partly rendered terraced properties, including the well-preserved Weavers House, the former Black Swan Pub and a series of 19th century shopfronts. The row of properties belonged to Coventry Mercer's Guild until the 17th century.

There will only be a short-term temporary less than minor negative impact on setting for the duration of the building works, this can be dealt with through a condition relating to the appearance of hoarding and meanwhile uses. In the longer term this will represent a significant enhancement to the setting, as the new development, will through traditional material use, and traditional design style, and reinstatement of the historic built line of Upper Spon Street show a clear visual link between the historic buildings and the current proposed creating an overall enhancement to the listed buildings setting.

- The Grade II listed ruins of the 15th century Chapel of St James and St Christopher, Spon Street (NHLE: 1342909).

There will only be a short term temporary negative impact on setting for the duration of the building works, this can be dealt with through a condition relating to the appearance of hoarding and meanwhile uses. In the longer term this will represent a significant enhancement to the setting, as the new development will end up complimenting the setting of the ruins of the 15th century Chapel of St James and St Christopher.

- The Grade II listed Spon Bridge (NHLE: 1076603); C13, rebuilt 1771. Some stone from Spon Gate. Sandstone, 5 bays, pairs of plain columns either end.

There will only be a short-term temporary less than minor negative impact on setting for the duration of the building works, this can be dealt with through a condition relating to the appearance of hoarding and meanwhile uses. In the longer term this will represent a significant enhancement to the setting of Spon Bridge, with removal of Spon Gate House and a more traditionally style Upper Spon Street – complimenting the traditional form of the bridge within the road.

- The Grade II listed Nos 107 to 110 Spon End (NHLE: 1335864); C17 or earlier, altered. Colourwashed pebble dash front, tiled roof. 2 storeys, 4 casement windows. C19 shopfronts. Exposed timber frame to back wing.

The level of harm at this stage is not known, as this part of the proposals is only in outline, the exact impact on setting of the Nos 107 to 110 Spon End cannot be determined, but because of design principles set out in the Design Code, there will be no harm, considerations for matching and completing the material pallet, scale and form of the Technical college have been considered, but final designs will be assessed on their own merit within the reserved matters application.

- To the south is the Locally Listed Coventry Technical College (HER No. MCT282), built between 1933 – 1935, a large classical building with central portico and extended wings.

The level of harm at this stage is not known, as this part of the proposals is only in outline, the exact impact on setting of the Technical College cannot be determined, but because of design principles set out in the Design Code, there will be no harm, considerations for matching and completing the material pallet, scale and form of the Technical college have been considered, but final designs will be assessed on their own merit within the reserved matters application.

- The Scheduled Monument, Vignoles Bridge (NHLE: 1005883) built in 1835 is a Cast Iron Single Span Bridge. Iron is no longer used as a manufacturing material, making the bridge, and its construction a rare survival.

There is no direct impact and no harm to setting.

Overall, at this stage (considering impacts to Area 1 & 3) the level of harm is minor less than substantial. The good architectural design and improvements to the river Sherbourne along with the large public benefit of providing increased numbers of social housing into the area. Therefore, the development complies with Policy HE2 of the Coventry Local Plan and the National Planning Policy Framework.

Archaeology

Policy HE2 of the adopted Local Plan seeks to ensure that development proposals do not cause harm to heritage assets in the form of archaeology, this is consistent with Paragraph 207 of the NPPF (2024).

The site is covered by three areas of Archaeological Constraint, two of these are associated with Spon Street Medieval Suburb (DCT881 & DCT941), and the third associated with Crow Moat (DCT880), a medieval moated site which is within the south-west corner of site. In addition, the area is within the Conservation Area of Spon End and is bounded to the north by Nauls Mill and Spon Street Conservation Areas.

Further a Scheduled Monument comprising a Cast iron single span bridge locally known as 'Vignoles Bridge' (Coventry Historic Environment Record ref. MCT117) is present in the southeast of the development in Area 1 dating to the early 19th century, it was moved to its current position in 1969. This monument is not expected to be impacted by the development.

Several listed buildings also surround the site.

- Directly to the north is the Grade II* Listed 119-123 Upper Spon Street probable 15th century origins
- To the north-west of the site is the Grade II Listed 15th century Chapel of St James and St Christopher
- Also, to the north-west, Spon Bridge which originated from the 13th century and was rebuilt in the 18th century

There are further number of Grade II Listed properties along Spon End to the north-west and to the north-east and the opposing side of the ring road.

Spon is known from archaeological evidence to have been an affluent domestic and industrial area, extending outside of the medieval centre. In 12th to 13th century the area was largely occupied by tradesman with the cloth industry being of dominance. A number of archaeological investigations in the area confirmed the presence of Roman, medieval to late medieval and post-medieval remains, with the concentration of material dating to 13th to 15th centuries.

The River Sherbourn running directly through the site presents potential for prehistoric archaeology, although there is little known within the area. Prehistoric archaeology and artefacts are often concentrated along River Valleys. More so the river holds potential of

producing well preserved waterlogged remains of which hold significant potential. It is also well known that the river supported the medieval industry of Coventry, Burton's Mill is thought to have been sited in proximity to Spon Bridge to the west of the sites boundary. It is suggested from documented evidence that the medieval site of Crow Moat also connected the River Sherbourn.

Pre-commencement Archaeological works:

Pre-commencement works have taken place that largely cover Area 1 and Area 2 of the development. Due to the high potential of Archaeology and the proposed site being within Archaeological Constraint Areas and Conservation Areas, it was advised that a Desk Based Assessment and scheme of Archaeological investigation take place as pre-commencement works. Additionally, a Heritage Statement was also required. The Desk Based Assessment cover all three Areas as does the Heritage Statement.

In support of this application the following documents have been provided relating to

- Design and Access Statement- Part 3
- Heritage Statement
- Archaeological Desk Based Assessment
- Project Design for Archaeological Trial Trenching
- Archaeological Evaluation Report
- Archaeological Advice Statement

The Desk Based Assessment summarised that potential for Prehistoric to Roman remains was low, high potential for significant medieval remains (taking into account those previously excavated) and high potential for post-medieval remains. Although it was also concluded that remains would have been impacted by subsequent development, the previous excavations had indicated 17th to 19th century activity truncating and disturbing earlier remains. Nonetheless a phase of archaeological evaluation was submitted to confirm the presence or absence of archaeology, the nature and preservation of it.

The Project Design for the evaluation was produced by ADAS. It determined 11 trenches between 10 to 30m in length targeting the open areas within the proposed development area to determine archaeological significance before demolition after which a second phase would be undertaken.

The Archaeological Evaluation took place in September 2024, undertaken by ADAS. Of the 11 trenches two could not be excavated due to live utilities and access, in addition further trenches were shortened to avoid utilities. The results of the trenching determined no significant remains largely due to deep made ground, the trenches did recover 19th century finds and modern brick foundations and walls. It has been determined that the thick made ground may be sealing or truncating buried deposits associated with medieval remains.

On going Archaeological Work:

The next stage of archaeological investigation is to be archaeological monitoring of any below ground works proceeding demolition of the building to slab level and consultation on pile foundations to inform the second phase of trial trenching if required or further archaeological mitigation is required. This is stated in the Spon End Archaeological Advice. As of current a Project Design for the Archaeological Monitoring and Recording:

Spon End Demolition Coventry of which cover all three Areas has been reviewed and accepted.

The Archaeological Officer has no objections subject to a condition in relation to a Written scheme of investigation for Area 2 and mitigating archaeological and post investigation assessments for Areas 1 and 3.

Residential Amenity

Policies H3, H5 and DE1 of the adopted Local Plan seek to ensure that development proposals provide a suitable living environment for future occupiers, whilst also not resulting in a detrimental impact to existing/neighbouring residential occupiers, the NPPF reaffirms the importance of quality design.

Whilst the visual appearance and impact of the development proposal is set out in the preceding section of this report, regard has also duly been given to the living environment for existing and future occupiers.

Considering the prospective occupiers of the dwellings, the Nationally Described Space Standards (NDSS) (2016), assists in providing an indication of the dimensions of dwellings. CCC's New Residential Design Guide SPD, adopted 2023, also sets out the expectation for amenity space for residential dwellings.

The Council's adopted Residential Design Guide adopted a 12m separation distance (rear to side), and 20m (rear to rear) at first floor window level. Where residential development exceeds 2 storeys it would be expected that separation distances should increase this will be assessed on a case-by-case basis, taking account for local context.

Area 1:

Relationship to existing residents:

The Watchmakers Court are three storey dwellings located east to Area 1 and the closest proposed is Block A4 is 4 storeys at a separation distance of circa 27.0 metres. The closest wing on Block A3 is 5 storeys at a separation distance of circa 34.3 metres, both relationships are considered to be acceptable.

The dwellings located on Compass Court are two storey dwellings located north to Area 1. Block A1 a 5-storey block is the closest to these dwellings at a separation distance of circa 28.0 metres, which is considered to be acceptable.

Meadow House is an a tall 18-storey apartment building located in the northeast of the site. Block A1 a 5-storey block is located at a distance of circa 22.1 metres away. The closest wing on Block A4 is 6- storeys located at a distance of circa 25.0 metres, again both relationships are considered to be acceptable.

Relationship to future occupiers:

Within Area 1, Block A1 is a 5-storey block located north to Block A2, which also has a 5 storey wing at a separation distance of circa 21.0 metres. Block A2 has a 9 storey wing which is at a distance of approximately 50.3 metres to Block A1.

Block A2's 9 Storey wing is located at a distance of 26.2 metres from Block A4's 5 storey wing, which are angled away from each other. Block A2's 9 Storey wing is located at a distance of 32.4 metres from Block A3's 9 storey wing.

Block A1 5 storey wing is located circa 17.3 metres to Block A4's 6 storey wing. The corner units on Block A1 have been reoriented, including the balcony, to avoid direct overlooking between the proposed buildings.

Block A3's 9 storey wing is located at a distance of 21.4 metres to Block A4, which is angled away from Block A3 to avoid any harmful overlooking. Block A3's 5 storey wing and Block A4 4 storey wing have a separation distance of circa 14. metres. The end wing of block A3 has a communal stair well and no habitable apartments, thus this relationship is acceptable.

Within Blocks A1 and A4 there are bedrooms that face on to the shared external corridors on the upper floors of these blocks. Officers have raised concern with regards to harmful overlooking into these habitable rooms; however, outlook is still required in order to provide a satisfactory residential living environment. Therefore, a one-way privacy film would need to be placed on the windows and full details of this have been conditioned.

The proposed separation distances are all acceptable and are not considered to have a detrimental impact upon the amenity of the future occupiers.

Nationally Described Space Standards (NDSS):

The accommodation schedule for Area 1 has been updated on the plans. 62% of the units within Area 1 will be NDSS compliant. This is considered to be acceptable.

Amenities:

Apartments in Area 1 are afforded private amenity space through private gardens at ground floor level, balconies, communal areas, courtyards, along with direct access to enhancements to the wider amenity space located within Areas 1 and 3 along the River Sherbourne. Each of the apartment blocks will provide residents with bin and cycle storage.

Area 2:

Given Area 2 has been submitted in outline with access to be considered only, comments to relationships to neighbouring properties are limited. Any reserved matters application that is submitted for layout and scale should consider relationships to both existing and proposed neighbouring occupiers.

The indicative site layout for Area 2 shows the following:

- Block B1 to be car free with circa 1851sqm of amenity space.
- Block B2 to have approximately 21 car parking spaces with 136sqm of amenity space.
- Block B3 to have approximately 33 car parking spaces with 886sqm of amenity space.
- Block B4 to have approximately 71 car parking spaces with 5202sqm of amenity space.

All apartments with Area 2 will have to be NDSS complaint and this will be conditioned.

Area 3:

Relationship to existing residents:

Nos 119-123 Upper Spon Street is located to the north of the properties with Area 3 at a distance of circa 20.0 metres, which is an acceptable separation distance.

Relationship to future occupiers:

Plots 6-11 are located approximately at a distance of approximately 29.1 metres to plots 23-27.

The closest proposed Blocks within Area A1 which is 5 storeys in height at a separation distance of circa 32.15 metres to three storey dwellings within Area 3.

The corner plots 1, 5, 14 and 18 all have primary windows fronting the street scenes, therefore the windows to the rear elevations are secondary windows which will be obscurely glazed to avoid any harmful overlooking to neighbouring plots.

Plot 4 does not achieve a 10.0 metre rear garden depth and fronts on the rear amenity space of Plot 6. Internally this house type has been re-arranged to ensure that no first and second floor windows overlook on to plots 6 rear amenity space.

Plot 15 has at the tightest point achieves a 6.9 metre distance to the amenity space of Plot 13. Internally this house type has been re-arranged to ensure that no first and second floor windows overlook on to plot 13's rear amenity space.

Rear gardens in Area 3 have been adjusted to ensure that all gardens have a minimum amount of 55 sq.m. Five of the units – plots 6 to 11 are north facing and on average proposed an area of 60 sq.m and therefore fall slightly short of the SPD guidelines which seek 65 sq.m.

Plots 12 and 13 initially proposed balconies, which have been removed as there were concerns in relation to harmful overlooking to plots 14 and 15.

Nationally Described Space Standards (NDSS):

All the dwellings within Area 3 are NDSS compliant.

Amenities:

Rear gardens in Area 3 have been adjusted to ensure that there all gardens have a minimum amount of 55 sq.m. Five of the units; plots 6 to 11 are north facing and on average proposed an area of 59 sq.m and therefore fall slightly short of the SPD guidelines which seek 65 sq.m.

Paragraph 8.19 of the SPD provides some flexibility and states that; "Where developments are not able to meet the minimal outdoor amenity space standards the Council may consider accepting lower standards provided this is robustly justified and it can satisfy itself that the outdoor amenity space provided will be of high quality".

The agent has provided justification that the proposals seek to provide a high-quality form of development which will sit directly adjacent to a proposed area of open amenity space in which future occupants will overlook and have easy access to. This is accepted.

The properties are to benefit from adequate provision of bin storage and car parking.

Highways

Policy AC1 'Accessible Transport Network' states that development proposals which are expected to generate additional trips on the transport network should: a) Integrate with existing transport networks including roads, public transport and walking and cycling routes to promote access by a choice of transport modes. b) Consider the transport and accessibility needs of everyone living, working or visiting the city. c) Support the delivery of new and improved high quality local transport networks which are closely integrated into the built form. d) Actively support the provision and integration of emerging and future intelligent mobility infrastructure. Policy AC2 seeks to ensure that development proposals do not have a detrimental impact upon the road network and where required suitable mitigation should be provided as part of any approval, i.e. through obligations.

Policy AC3 of the Local Plan acknowledges that the provision of car parking can influence occurrences of inappropriate on-street parking which can block access routes for emergency, refuse and delivery vehicles, block footways preventing access for pedestrians, reduce visibility at junctions and impact negatively on the street scene. Proposals for the provision of car parking associated with new development will be assessed on the basis of parking standards set out in Appendix 5. The car parking standards also include requirements for the provision of electric car charging and cycle parking infrastructure.

Policy AC4 of the Local Plan states that Development proposals should incorporate appropriate safe and convenient access to walking and cycling routes. Where these links do not exist, new and upgraded routes will be required and these must appropriately link into established networks to ensure that routes are continuous. The expected type of provision will depend on the scale, use and location of the site. For larger developments, financial contributions may be required to support improved pedestrian and /or cycling routes on the wider network. The expected level of cycle parking provision should be based on the cycle parking standards set out in the Appendix 5.

Access:

There will be two points of access from the public highway to the new buildings in Area 1. Buildings A1 and A2 will take access from a new road that connects to Windsor Street to the west, whilst buildings A3 and A4 will take access from Meadow Street via a newly created road to the east.

The current proposal for Area 2 is in outline with access to be the only consideration. The proposals will see four new buildings along Butts Road. Building B1, at the corner of Butts Road with Upper Spon Street will be car free and will have no vehicular access. Buildings B2 and B3 will utilise the existing accesses onto Windsor Street. Building B4 will take access from Vincent Street via the existing junction with Meadow Street.

A new access road from Upper Spon Street will serve the proposed housing in Area 3. This will form a cul de sac mews arrangement to the rear of the houses. There will be no through route to Windsor Street via this access.

A transport assessment has been prepared, and a modelling assessment is undertaken as part of the transport assessment which shows that the impact of the proposals should have a negligible impact upon the operation of the local highway network, including

junctions on to Butts Road and Holyhead Road. Therefore, the development will not have a detrimental impact on highway safety. The low impact of the development is supported by the low-level car parking provision and proposed sustainable transport initiatives.

A Travel Plan has been prepared which includes a 15-year action plan over the life of the development. This will seek to encourage and engage with local residents of the site to use more sustainable ways of travelling through awareness of public transport modes within the vicinity and promote the benefits of active travel through walking and cycling. It will also introduce packages to facilitate sustainable transport and reduce unnecessary trips on public transport for local residents such as:

- Car club membership for households that do not have access to an allocated parking space. Car club membership has been shown to reduce car ownership.
- Mobility credits from Transport for West Midlands. Mobility Credits is a trial scheme where Coventry residents have been given credits to spend on sustainable travel, in return for scrapping an older, heavily polluting car.
- West Midlands Cycle Hire operates two models, either 'Pay As You Ride' or 'Pass' model. Membership can be offered to new residents.

S106 contributions have been requested to monitor and review the Travel Plan.

The Local Highway Authority have no objections to the principle of the traffic impact and access arrangements which are considered to be acceptable and have been supported via a Stage 1 Road Safety Audit. As a result of addressing the issues that have been identified in the RSA, the highway arrangement plan and master plan have been amended. Unfortunately, the Local Highway Authority have raised concerns that the latest alterations to the proposed layout in particular along Windsor Street would result in an unacceptable loss of on-street car parking (including EV charge points installed by the Council). The on-street car parking bays contributed to the overall traffic calming scheme along Windsor Street to encourage and support the 20mph speed limit. The loss of the on-street parking bays will likely have an impact on the effectiveness of the overall traffic calming scheme. The on-street bays also assisted with reducing the width of the carriageway further but is now proposed to measure 7.5m wide, which will have an unacceptable impact on public highway safety, particularly pedestrians and cyclists. The Agent is hoping to address these concerns which will be reported in the late representations.

Notwithstanding the above the Local Highway Authority have recommended the following conditions:

- Stopping up of the highway
- A Construction Management Plan (CMP)- for all three Areas
- Details of the vehicular accesses and junctions, including visibility splays- for all three Areas
- Redundant existing vehicular accesses and junctions have been permanently closed and the footway(s) / verge(s) have been reinstated- for all three Areas
- Details of the pedestrian / cycle access(es) onto the segregated footway / cycleway facility on Upper Spon Street- for Areas 1
- Details of an area allocated for future cycle hire or public cycle parking facilities & car club parking spaces- for Areas 1 & 3.

- Details of the relocation of the existing traffic calming features and existing on-street car parking bays along Upper Spon Street- for Area 3
- Pedestrian visibility splays- for Area 3
- Servicing management plan for commercial use- for Area 1
- Travel plan- for all three Areas
- Details of the specification and routing of Coventry Cycle Route 11 passing through the site- for Area 2
- Details of appropriate crossing points connecting to the cycle facilities along Meadow Street and Butts Road- for Area 2
- Suitable traffic calming scheme and on street parking along Windsor Street- for all Areas
- Details of a pedestrian / cycle crossing point on Upper Spon Street connecting to Doe Bank Lane- for all Areas
- Details of a scheme to improve the cycle connection from Butts Road to Upper Spon Street- for Area 2

Car & Cycle Parking:

For Area 1 the proposal will include 78 new residential parking spaces (including 7 blue badge places) and 20 new commercial parking spaces (including 3 blue badge holder spaces).

The proposed ratio of parking provision for residents for the whole area will equate to 0.3 spaces per dwelling, which is an improvement on the existing parking provision which is currently identified as 0.16 spaces per dwelling.

For Area 1, the proposals are reported to be at the lower end of provision when having regard to the Council's maximum car parking standards. Officers consider that the edge of city centre location is highly sustainable, and the location of the site is considered to offer very good levels of access by foot and cycle to local services and facilities. Officers are mindful that the nearest point of the site is within 100metres of the city centre boundary where no car parking would be expected in accordance with the Council's parking standards. The proposals are considered to create a betterment when having regard to the existing circumstances on site, therefore the level of parking for Area 1 is acceptable.

For Area 1 the cycle provision for the commercial is 12 cycle spaces and for the residential units is 275 cycle spaces in total in which the breakdown is as follows:

- Block A1- 73 cycle spaces
- Block A2- 76 cycle spaces
- Block A3- 52 cycle spaces
- Block A4- 74 cycle spaces

The commercial cycle parking details are required and will be conditioned.

For Area 2, the application is in outline form with access to be considered. Notwithstanding this an indicative parking plan has been provided showing a total of 125 parking space and the split is as follows:

- Block B1- 49 apartments (car free development)
- Block B2- 70 apartments (21 car parking spaces)

- Block B3- 108 apartments (33 car parking spaces)
- Block B4- 235 apartments (77 car parking spaces)

A lower level of parking than already accepted could be supported for Area 2 given the edge of city centre location however these figures are indicative, and this will be agreed in future reserved matters applications. Cycle parking would likely be provided within the ground level of each building B1 – B4. The details of the provision will form part of a reserved matters application although it is envisaged that cycle parking will be a mixture of two-tier racks and Sheffield stands.

For Area 3, the proposals will provide a total of 54 parking spaces which equates to 2 car spaces per dwelling, thus the parking provision is considered to comply with the Council's maximum parking standards and is considered to be acceptable. In accordance with Coventry's car and cycle parking standards document, cycle parking for the houses Area 3 will be provided within the garages. The Local Highway Authority would recommend that the cycle parking and bin storage are not within the garages as this may not be useable for cars, therefore cycle parking and bin storage details for Area 3 have been conditioned.

A lower car parking provision has been supported given the location of the site and the sustainable transport initiatives that are included within the s106 agreement.

The Local Highway Authority have recommended the following conditions:

- Cycle store details required- for Area 2
- Cycle store details required- for Area 3
- Cycle store details required- for Area 1 relating to commercial use
- Cycle store details provided- for Area 1 relating to residential use
- Car parking spaces to be provided have been completed and marked out in full accordance with the approved drawings- for Areas 1 & 3
- Car parking details required- for Area 2

Public Right of Way:

The roads and footpaths within the site are adopted highway. Initially the Public rights of way officer objected to the proposals as the application correctly states that the application will require public rights of way to be stopped up or diverted but none of the current public rights of way were shown on the initial plans submitted.

The amended pack included plans showing what adopted highway within Area 1 are to be stopped up. The Public rights of way officer were re-consulted, and no further comments have been received.

The plans will create new footpaths along the river frontage through the site and enhance the existing footpaths and footways that will be retained as part of the development.

Notwithstanding the above stopping up an adopted highway, a publicly maintained road, requires a formal legal process involving the relevant highway authority. This is a separate process from planning.

Active Travel England

Active Travel England had concerns on the initial proposals which are as follows:

- The trip generation analysis presented in the submitted Transport Statement focuses on vehicular trips during peak hours and does not account for active travel modes in its forecast.
- The targets set out in Table 4.1 of the submitted Travel Plan may be appropriately uplifted, especially with regard to cycle trips. The target figure of 7% would appear somewhat low given the central location of the site and the existing and potential level of service for cycles in the surrounding area, and a more ambitious targeted increase would see the scheme align more closely with the Government's aim for 50% of all journeys in towns and cities to be walked, wheeled or cycled by 2030.
- The current design features a potential pinch point where the carriageway narrows between an area of vehicle parking and the pocket park buildout feature. While this may be effective in reducing vehicle speeds, there is a concern that lane widths along this section may still permit vehicles to overtake cycles with unsafe passing distances.
- ATE would encourage further design exploration of the central portion of Windsor Street. It may be beneficial for active travel movements for an extended raised area to be provided, allowing for fewer vertical disruptions to N/S cycle movements, enhanced traffic calming through the increased perception of pedestrian priority and level pedestrian access at the side road junction with Area 1, as opposed to the proposed dropped kerb/tactile paving arrangement.
- Further details are required of how cycles will be accommodated where it is intended that they utilise shared traffic-free routes through the site.
- Details of an appropriate connection/transition for cycles moving between Sherbourne Street and Windsor Street should be provided, as well as details of how cycles will transition between existing cycle facilities and proposed provision at the boundaries of the site.

The agent has submitted a revised highway arrangement plan, travel plan and transport assessment, which address the concerns. The main concerns are addressed below:

- A multi-modal trip assessment has been undertaken and is included in the updated Transport Assessment August 2025, paragraphs 7.2 to 7.6. The results of this assessment reflected that the submitted modal split assessment was representative of likely conditions until baseline surveys can be undertaken and as such has been used as the interim baseline within the Travel Plan August 2025.
- The Transport Assessment also includes an active travel route audit which assessed the existing walking and cycling routes within the site and to nearby local services and facilities. The result demonstrated that most of the routes audited are already acceptable or will be improved as part of the scheme.
- The Travel Plan targets will be reviewed and updated following baseline surveys. The current targets are for 41% of trips to be made by active modes which is considered to be significant shift from the current 30% however, these targets will be reviewed and refined on completion of the baseline travel survey.
- The proposals for Windsor Street have been revised to provide improvements to the cycle and pedestrian provision. The proposals include a reduction in vertical disruptions along Windsor Street with these taking the form of raised tables where present to provide better pedestrian visibility and increasing perception of pedestrian priority. Continuous footways are proposed at access junctions enhancing pedestrian priority.

Active Travel England have not provided an updated response in relation to the amendments.

Ecology/Biodiversity

Paragraph 187 of the NPPF (2024) states that planning decisions should minimise impacts on and provide net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures within the site.

Policy GE1 of the adopted Local Plan expects new development proposals to make provision for green infrastructure to ensure that such development is integrated into the landscape and contributes to improvements in connectivity and public access, biodiversity, landscape conservation, design, archaeology and recreation. Whilst also maintaining the quality and quantity of existing green infrastructure, and where the quantity is not retained, enhancement to quality is expected.

Policy GE3 of the Local Plan states proposals for development will be permitted provided that they protect, enhance and/or restore habitat biodiversity. Development proposals will be expected to ensure that they:

- Lead to a net gain of biodiversity, where appropriate, by means of an approved ecological assessment of existing site features and development impacts.
- Protect or enhance biodiversity assets and secure their long-term management and maintenance.
- Avoid negative impacts on existing biodiversity; and
- Preserve species which are legally protected, in decline, are rare within Coventry or which are covered by national, regional or local Biodiversity Action Plans.

Various ecological assessments have been submitted in support of the application and have been assessed by ecology officers.

Ecological Impact Assessment:

An Ecological Impact Assessment has been submitted in support of the application.

The Site is of negligible importance to birds, with limited foraging habitats that is frequently disturbed by users of the many throughways and roads. There is little nesting cover, and the Site is fragmented from wider habitats. The majority of the buildings within the site are not suitable to support nesting birds however where buildings are disused and offer access/ egress points there is the opportunity for nesting birds to be present and this will be conditioned.

With regards to bats, due to the site being used by commuting and roosting bats it is vital that an appropriate lighting scheme is implemented to ensure that wildlife will not be negatively impacted by the works. This report should follow the Bat Conservation Trusts best practice guidelines Bat lighting. This has been placed in the form of a condition.

Himalayan balsam was found to be present along the entire stretch with the extent of area coverage differing slightly within the reach. The INNS report that has been provided does not provide sufficient information and therefore a condition has been placed.

The desk study returned no records of badgers within the site is considered to have limited suitability to support urban badger foraging. Therefore, badgers have been discounted for further consideration.

There were no records of otters returned by the desk study and extensive searches. Therefore, otters have been discounted for further consideration.

No signs of water vole have been identified following surveys and there is limited suitability for the species to occur within the Site due to fluctuations in the water levels, reducing chance of successful burrowing and limited foraging resource. Water voles are therefore discounted from further consideration.

The river corridor and associated dense vegetation is suitable for sheltering reptiles, and grass snake are particularly associated with riparian habitats. It is considered that this species is likely present along the River Sherbourne and may pass onto the Site, but is more likely to use open, natural habitats associated with the river further west within the LWS. Overall, the risk of amphibians and reptiles being present on Site is low and limited to the river corridor.

Ecology officers have no objections to the proposals subject to conditions in relation to nesting bird protection, lighting (bats), biodiversity features and an INNS Himalayan Balsam.

Biodiversity Net Gain:

Calculating the BNG strategy for the Proposed Development across the entire Site (Areas 1, 2 and 3) at this stage will result in an on-site net change of:

- 3.14 habitat units, an increase of 10.26%
- 1.54 watercourse units, an increase of 71.30%

Re-development of Area 1 is based on detailed design and will result in an on-site net change of:

- 1.67 habitat units, an increase of 17.25%
- 0.74 watercourse units, an increase of 64.46%

Re-development of Area 3 is based on detailed design and will result in an on-site net change of:

- 2.03 habitat units, an increase of 13.69%
- 0.72 watercourse units, an increase of 65.35%

As there are no hedgerows within the site, there are no hedgerow units to be delivered.

Area 2 currently has no detailed design, with all habitats retained. The Area has an on-site baseline value of 5.92 habitat units, its inclusion within the application boundary therefore provides a unitary deficit of 0.59 units, if unmitigated. It has been assumed that ten street trees will be delivered within Area 2 post-intervention. This assumption is a holding position ahead of detailed design being prepared for the scheme and presents a large underestimate of the habitats that will be delivered through future redevelopment. This assumption provides an increase of 0.12 habitat units an 2.10% increase. The unitary deficit due to the inclusion of Area 2 within the Site boundary without detailed design therefore results in a unitary deficit of 0.47 habitat units.

The BNG Strategy submitted complies with the Metric Trading Rules with no loss of habitat within the site remaining unmitigated post-intervention. If Area 1 or Area 3 are developed in isolation, based on their current design, these areas will each deliver their requisite BNG on-site. Detailed design will be required for Area 2 to ensure the Area delivers 10% BNG in isolation.

The metric that has been submitted has been checked and the information that has been submitted is accepted and no further amendments would be required.

The following conditions would be required:

- A Biodiversity Gain Plan for the Area / phase (including finalised calculations and before and after development plans)
- A Habitat Management Plan for on-site habitats within each Area. Habitats to be created on site will be managed and monitored over a 30-year period, with measures in place to assure that adaptation to the management plans can be made should initial approaches fail to deliver habitats that can reach the specified target condition.

Trees

Paragraph 136 of the NPPF (2024) attributes trees to making an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change. As such the NPPF is clear in that planning decisions should ensure that new streets are tree-lined and that appropriate measures are in place to secure the long-term maintenance of newly planted trees, and that existing trees are retained wherever possible.

Policy GE4 of the Local Plan states the development proposals will be positively considered provided that:

- a) there is no unacceptable loss of, or damage to, existing trees or woodlands during or as a result of development, any loss should be supported by a tree survey.
- b) trees not to be retained as a result of the development are replaced with new trees as part of a well-designed landscape scheme; and
- c) existing trees worthy of retention are sympathetically incorporated into the overall design of the scheme including all necessary measures taken to ensure their continued protection and survival during construction

Those trees requiring removal to accommodate the proposals are as follows:

- Area 1 will have a total amount of 34 trees to be removed which are as follows; G25 (1 tree, B), T29 (C), G34 (3 trees, B), G35 (5 trees, B), T37 (B), G38 (1 tree, B), G39 (4 trees, B), T40 (C), T47 (B), G52 (2 trees, B), T53 (B) and G54 (13 trees, C).
- Area 2 will have a total amount of 12 trees to be removed which are as follows; G14 (2 trees, B), T74 (B), G75a (2 trees, B), T76 G95 (2 trees, B), G124 (1 tree, B), G125 (2 trees, C) and G126 (1 tree, B).
- Area 3 will have a total amount of 8 trees (plus G114 – a small group of scrub vegetation) to be removed which are as follows; G100 (3 trees, C), G108 (2 trees, B), T110 (B), T111 (B), G114 (all, C) and T118 (C).

The pruning of the following trees G15, G18, G20, G24, G26, T31, G38, T46, G57, T58, T60, G66, G77, G82, G85, T88, G90, G99, T103, T104 and T119 for arboricultural reasons.

The pruning of the following trees G14, G18, G25, G33, G38, T46, G48, G49, G56, G66, G71, T72, G77, G81, G92, T105 and T106, to facilitate the development.

Whilst the proposals will require the removal of these trees within the site, it should be noted that an extensive landscaping/planting scheme is included within the proposals which include the planting of 225 proposed trees. This will act to mitigate tree losses, improve the visual benefits of the site and the surrounding area, and will improve the localised tree stock.

Retaining the TPO tree, along with Category A and B trees, is an important part of the landscape strategy. These trees contribute to the site's character and provide ecological benefits, including support for local wildlife. Careful planning and design measures will be implemented to protect root zones, maintain healthy growth conditions, and integrate these trees into the wider landscape framework.

The Tree officer has no objections subject to a condition in relation to the Tree Protection measures as outlined for Areas 1 and 3. For Area 2 The Tree officer would require an updated Arboricultural Impact Assessment, Arboricultural Method Statement and Tree Protection details.

Drainage and Flood Risk

Policy EM4 for the Local Plan states that all major developments must be assessed in respect of the level of flood risk from all sources and that all opportunities to reduce flood risk in the surrounding area must be taken, including creating additional flood storage. Furthermore, Policy EM5 states that all development must apply SUDs and should ensure that surface water runoff is managed as close to its source as possible.

When determining planning applications, Local Planning Authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where, informed by a site-specific flood risk assessment following the Sequential Test, and if required the Exception Test, it can be demonstrated that:

- Within the site, the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location; and
- Development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including by emergency planning; and it gives priority to the use of sustainable drainage systems.

Flood Risk:

The proposed development site lies within Flood Zone 1, Flood Zone 2 and Flood Zone 3 based on the Environment Agency Flood Map for Planning.

The proposals are classified as 'More Vulnerable' in Annex 3: Flood Risk Vulnerability Classification, within the National Planning Practice Framework (some 'Low Vulnerable' uses are also proposed). The Planning Practice Guidance confirms that 'More

Vulnerable' development is appropriate within Flood Zone 1. For development in Flood Zone 2 and Flood Zone 3A, typically the sequential and exception tests are required to be passed, respectively. As there is existing residential development on the site this will need to be taken into consideration. The application also includes for river enhancements works.

The nearest Main River is the River Sherbourne, which flows through the centre of the site entering a culvert at the eastern boundary which continues through the centre of Coventry. The site is shown to be at risk of flooding in the 1 in 100 year and 1 in 100 year plus climate change (design event). The site remains flood free in the 1 in 30 year event.

As a result of the existing flood risk in the design event, the site layout has been designed to consider the existing flood risk, which is as follows:

- For Area 1 two residential blocks are raised 600mm above the top water level in the design event (with podium step access and ramps) and two other blocks feature 'low vulnerability' commercial units on the ground floor (residential located one storey above) incorporating flood resilience.
- For Area 2 all multi-storey buildings feature 'low vulnerability' non habitable development on the ground floor (mainly under croft parking). Low vulnerability ground floors for these areas are designed to flood no more than 300mm and will feature flood resilience.
- In Area 3 townhouse buildings are proposed with non-habitable areas at ground floor level raised above the top water in the design event. A flood storage basin is proposed within Area 3 within the landscaped area adjacent to the river.

Major roads adjacent to the site (Upper Spon Street and Butts Road) are shown to remain flood free in the design event and provide evacuation routes in the event of a flood.

In terms of flood risk to others, there is shown to be betterment to upstream and downstream out of channel flood risk. Flood depths are predicted to decrease for properties on Spon End to the west of the site and watchmakers court to the east of the site. There is a reduction in flood risk to the wider area as a result of the re-development. As Area 2 is an outline application, any future development in these areas should ensure that there is no increase in flood risk others as a result of detailed level design.

Sequential Test:

Paragraphs 173- 175 of the National Planning Policy Framework state 'A sequential risk-based approach should also be taken to individual applications in areas known to be at risk now or in future from any form of flooding, by following the steps set out below. Within this context the aim of the sequential test is to steer new development to areas with the lowest risk of flooding from any source. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. The strategic flood risk assessment will provide the basis for applying this test. The sequential test should be used in areas known to be at risk now or in the future from any form of flooding, except in situations where a site-specific flood risk assessment demonstrates that no built development within the site boundary, including access or escape routes, land raising or other potentially vulnerable elements, would be located on an area that would be at risk of flooding from any source, now and in the future (having regard to potential changes in flood risk).'

Both a sequential test and exception test have been undertaken and are submitted in support of this application.

Residential Properties within the site, particularly with respect to properties within Areas 1 and 2, are of very poor quality, public space areas, dictated by hard standing, and are run down and are not considered to be visually attractive. The banks of the River Sherbourne, which runs through the site, has succumbed to self-seeded planting, silt build up and the bridge crossings are run down and in need of repair.

Proposal for the redevelopment of this site will facilitate economic, environmental and social enhancements in this particular area. The site is within the Spon End area and is the only suitable site in this location that could facilitate these improvements, which are specific to this particular site. Officer is therefore, of the view that a comprehensive, sequential test considering the wider administrative area of Coventry is not required and in this particular case, should be contained to the Spon End Area. Given the size of the Spon End area and the size of the proposed development and specific river enhancement, there are no other sites within the Spon End site which would be sequentially preferable.

Exception Test:

New buildings used for residential dwellings fall within the Vulnerability classification of the “more vulnerable” category as set out within Annex 3: Flood Vulnerability classification set out at the back of The Framework. More vulnerable uses (i.e. residential dwellings) are appropriate in zone 3a however they are subject to an exception test.

Paragraph 178 of the National Planning Policy Framework states ‘To pass the exception test it should be demonstrated that:

- a) the development would provide wider sustainability benefits to the community that outweigh the flood risk; and
- b) the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.’

Paragraph 179 of the National Planning Policy Framework states ‘Both elements of the exception test should be satisfied for development to be allocated or permitted.’

The proposal seeks to provide a catalyst to regenerate three existing residential areas with a residential led scheme which provides a significant level of new market, well designed and affordable housing to a sustainable location on the very edge of Coventry City Centre. This scheme will provide wider economic, social and environmental enhancements. This complies with part (a) of 178 of the National Planning Policy Framework.

The Flood Risk Assessment confirms that considerations have been made to ensure that the impact to others as a result of redevelopment on the site is negligible or provides betterment. Where practicable, levels in the site have not been raised more than is necessary and some areas lowered to provide some flood storage. There are no buildings at increased risk as a result of the re-development in this area. Overall, there is a reduction in flood risk to the wider area as a result of the redevelopment.

Officers are of the view that the exception test has been applied, and the proposal has shown that the development will provide sustainability benefits to the wider community that will outweigh flood risk. As set out in the Flood Risk Assessment prepared by Betts Hydro, the development will be safe for its lifetime and reduce overall flood risk.

The Local Lead Flooding Authority raise no objections subject to a condition being appended to the decision securing full details of the proposed drainage system. The Environment Agency have no objections subject to a condition in relation to flood resistance measures in the townhouses, which prevent entry of water up to a minimum level of 600mm above the 100-year river flood levels plus climate change, to be implemented, a condition in relation to contamination and informatives.

As such the proposed development, with these conditions attached accords with Policies EM4 and EM5 of the Local Plan and the National Planning Policy Framework.

Air Quality

Policy EM7 requires new developments to ensure that there is not an increase in air quality issues, this is supported and consistent with Paragraph 199 of the NPPF (2024) which states that planning decisions will have due regard for Air Quality Management Areas, of which the site and the rest of the city lies within.

The site lies within an Area Quality Management Area, and therefore, an Air Quality Assessment has been submitted in support of the application.

The proposals will result in a negligible impact on associated traffic due to the increased density on site. The assessment undertakes a worst-case scenario based on all three areas of this phased development. The results of the assessment indicate that baseline figures for relevant pollutants are well below the relevant air quality requirements across the assessment extent for 2022 and the opening year of 2028. The effects of the omission of the air from construction and ritual effect are considered to be not significant. The impact of the proposed development on future occupiers is concluded to be non-significant.

The proposals seek to make significant improvements and integrate with existing pedestrian and cycle routes and encourage sustainable methods of transport through a Travel Plan.

Environmental Protection officers have no objections subject to a condition in relation to standard mitigation should still apply:

- 1 x electric vehicle charging point per parking space
- Gas boilers to have a max dry NOx emissions rate of 40mg/kWh
- Construction Management Plan

Noise

Policy H1 of the Coventry Local Plan states future housing will be designed to create new and stable communities.

Policy H3 of the Coventry Local Plan states that new development must provide a high-quality residential environment which assists in delivering urban regeneration or creating sustainable communities and which overall enhances the built environment. A suitable residential environment includes safe and appropriate access, adequate amenity space and parking provision and be safe from pollution.

An assessment of environmental noise has been undertaken at a proposed redevelopment of the Spon End estate in Coventry. This work relates to Areas 1 (A blocks) and 3 (C plots) of the scheme.

The existing ambient noise climate affecting the site has been established and the survey has confirmed a typical variation in daytime and night-time levels.

Means of attenuating the external noise levels have been submitted in the form of a specification for the façade glazing. A standard double-glazed configuration (27 dB Rw + Ctr) will suffice for the majority of the site, but an enhanced standard of 32 dB Rw + Ctr will be appropriate for the following elevations: northern and eastern elevations of A1, A3 (only on levels 6 & 8), A4 (only on levels 0-4), the eastern (front) elevations of Plots 1-5 and the western and southern elevations of A4 (only on levels 0-4).

Consideration has then been given to the acoustic impact of an open window strategy to address ventilation issues. It has been shown that the predicted external noise levels exceed the limits set out in ADO Overheating on the following elevations, and an alternative to open window cooling will be required. The following are bedrooms which cannot rely on Open Windows for overheating mitigation:

Block / Elevation	Block / Elevation
Block A1	Block A3
North	South L1
North West	East L0 - L3
South (west wing)	East L5 - L8
East	Courtyard L5 - L8
Block A2	Block A4
West L0 - L4	North L0 - L4
West L6 - L8	North L5
South L0 - L4	East
South L5 - L8	
C2 Plots 1 - 5	C1 Plots 14 – 18
North	South
East	West
South	C1 Plots 23 – 27
C2 Plots 6 – 13	North
South	East

The report then discusses the more onerous 'best practice' guidance of the AVOG document and identifies which additional living rooms and bedrooms would be deemed to be at acoustic risk of open windows.

In respect of external amenity spaces, noise levels will exceed the relevant guidelines on a number of elevations across the two Areas. For those areas above the threshold, the impact

- Balcony screens were designed at a minimum height of 1.5m, constructed in either masonry, min/6mm safety glass, or min. 25mm thick timber and designed as a continuous barrier, sealed to the floor and side walls and an acoustically absorptive lining added to the soffit overhead, the predicted noise levels may be 2 – 3 dB lower. For many of the problem areas this should be sufficient to satisfy the WHO criteria off 55db.

It should also be noted that where there is a residual excess, it is noted that BS8233:2014 does provide some clarification to this particular design criteria (Para 7.7.3.2):

‘However, it is also recognized that these guideline values are not achievable in all circumstances where development might be desirable. In higher noise areas, such as city centres or urban areas adjoining the strategic transport network, a compromise between elevated noise levels and other factors, such as the convenience of living in these locations or making efficient use of land resources to ensure development needs can be met, might be warranted. In such a situation, development should be designed to achieve the lowest practicable levels in these external amenity spaces but should not be prohibited.’

It may be preferable to provide an amenity space where, despite best practicable means, the residual levels are slightly above 55 dB(A), rather than to provide no amenity space at all.

An analysis of the background sound levels in the locality has been undertaken, and this has been used to determine limits for new building services noise emitted from the site. The recommended plant noise limits at neighbouring noise sensitive receptors are as follows:

Location	Max. BS4142 Rating Level, $L_{A, tr}$	
	Day Time, 0700 – 2300	Night Time 2300 – 0700
North-West of site	43	34
North-East of site	53	39
South-East of site	51	38
South-West of site	46	35

Environmental Protection officers have no objections subject to a condition in relation to an updated noise assessment to be provided with any reserved matters application for Area 2. A ventilation strategy will be conditioned in particular for those dwellings identified in the overheating assessment as not being able to rely on open windows. Any external plant will need to meet the plant noise limits in table 8.2 and this will be conditioned. Given the scale of the development, we would also expect to see a construction noise assessment to BS5228 requirements.

Contamination

Policy EM6 of the Coventry Local Plan seeks to ensure that redevelopment of previously developed land does not have a negative impact on water quality, either directly through

pollution of surface or ground water or indirectly through the treatment of wastewater by whatever means.

A Phase I Geo-Environmental Site Assessment was undertaken and has been submitted in support of this application. The report advises that due to the site's history and location in an urban area there is likely to be made ground on site, the depth of this however is unknown. The report advises that ground gases may be present within made ground or in underlying organic deposits, however ground gassing potential is considered to be low. The site is also noted to be in an area where 20-30% of dwellings are above the action level for radon. Therefore, radon protection measures may be required within new buildings.

The assessment advises that there is a moderate risk of compressible ground, risk from landslides, collapsible deposits, and running sand, and the risk of collapsible ground and shrinking and swelling clays is very low, and the risk of ground dissolution of soluble rocks is negligible.

The site is also noted as being within an area of high risk of unexploded ordnance (UXO) and a further desktop UXO assessment has been carried out. The site lies in an area which was subject to high-density wartime bombing, and therefore, the assessment concludes that whilst risk encounter is low.

In order to facilitate the demolition stages for area 1 an initial phase 2 ground investigation report was prepared. The following key finds were identified as follows:

- Elevated concentrations of lead and PAH compounds have been encountered within the made ground underlying the site which exceed screening criteria for the protection of human health and remediation of soft landscaping areas proposed in the south of the site is considered to be required.
- A single elevated concentration of nickel was recorded in groundwater underlying the site. Whilst this concentration is not considered to represent an unacceptable risk to human health or controlled waters, it is considered prudent to undertake further water sampling during the supplementary works.
- Ground gas monitoring results are provided in a letter dated 5th December 2024 for area 1 which is provided in support of this application. The result shows no requirement for ground gas mitigation on site. Measures such as radon protection measures

Environmental Protection officers agree with the findings of the Phase 1 study and that intrusive site investigation is required to establish ground conditions across the site. Officers note from the investigation into area 1 that supplementary works are proposed so will reserve judgement until this has been completed. Officers have no objections subject to the 5 standard contamination conditions.

Fire Safety

A RIBA Stage 3 Fire safety strategy and planning fire statement have been designed for both Area 1 and Area 3. The statement has been prepared having regard to the 2010 Building Regulations as modified by the Building (Amendment) Regulations 2018 which require new development to accord with the functional requirements set out within parts B1 and B5. Regard is also had to the changes introduced in the building (Amendment) Regulations 2018, for buildings classified as 'relevant buildings', Regulation 7(2) (and

other modified regulations) which applies additional criteria on the combustibility of materials within the external walls.

Following a review of the information provided on the planning register, HSE is content with the fire safety design as set out in the project and have no objections subject to a fire statement should be submitted with any reserved matter application.

Other Matters

Many concerns have been raised by residents regarding rehousing; this is not a material planning consideration and will be dealt with by the developer/ social housing provider.

INFRASTRUCTURE REQUIREMENTS

Comments and objections have been submitted raising concerns regarding the impact on services such as schools and doctors, the highways network, drainage and flooding and other infrastructure pressures.

Paragraph 56 of the NPPF states local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations.

This includes setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, and green and blue infrastructure). Where planning conditions are considered the acceptable way to mitigate against any harm that may arise, they have been noted under the relevant sections, with the specific condition given.

However, there are other areas which cannot be mitigated against solely by the imposition of conditions. These are discussed in more detail below.

Developer Contributions:

Planning obligations under Section 106 of the Town and Country Planning Act 1990 (as amended), commonly known as s106 agreements, are a mechanism which make a development proposal acceptable in planning terms, that would not otherwise be acceptable. They are focused on site specific mitigation of the impact of development.

Policy IM1 'Developer Contributions for Infrastructure' of the Coventry Local Plan states that development will be expected to provide or contribute towards provision of: a) Measures to directly mitigate its impact and make it acceptable in planning terms; and b) Physical, social and green infrastructure to support the needs associated with the development. The development would trigger the need for the following contributions to be secured under a Section 106 Legal Agreement if the application were found to be acceptable.

Majority of the s106 contributions have been worked out on the net increase of dwellings. The site consisted of 462 flats and 9 bungalows, and the total number of dwellings proposed is 746 across all three areas, so the net increase is 275 dwellings. It is anticipated that the payments will be made across the three areas.

Affordable Housing:

The development provides the following affordable housing figure:

- Area1- 100% affordable of 1 and 2-bed apartments (205 social rent: 52 rent to buy).
- Area 2- 25% provision of 1 and 2 bed flats-tenure split to be confirmed at the reserved matters stage; however, a minimum of 12.5% Social rent shall be provided and the other 12.5% can be flexible with regards to affordable housing.
- Area 3- 25% provision 2 and 4 bed houses (4 social rent, 3 Intermediate).

NHS Trust:

An update on this contribution request will be provided as part of the late representations document.

NHS (ICB):

NHS ICB have requested a contribution of £544,818 for the improvements to off-site primary medical care and healthcare facilities.

Streetscene & Greenspace:

A S106 contribution of £134,741 is requested to offset the additional pressure on local informal greenspaces generated by this development.

If a MUGA cannot be provided on site, a contribution for off-site provision of £340,000 would be requested to provide a facility at the nearest viable site following assessment of safe walking distances.

If it is not viable to provide a NEAP on site due to space constraints, then a contribution of £277,211 would be requested to refurbish existing NEAP facilities within the catchment of the development site.

Education:

Development at Spon End Development Site Upper Spon Street, CV1 3 is likely to result in a requirement for contributions towards Early Years / Pre-School provision, Primary provision, Secondary and Sixth Form provision, Primary SEN provision and Secondary SEN provision. The total contribution amount is £2,324,720.10 and breakdown is as follows:

	Area 1	Area 2 (Per 2+ bed Dwelling)	Area 3
Early Years/ Pre School Education	£51,049	£1,326	£17,016
Primary Education	£272,264	£6,851	£136,132
Secondary Education	£218,640	£5,395	£109,320
Post 16 Education	£56,846	£1,107	£28,423
Primary SEN Education	£76,184	£989	
Secondary/ Post 16 SEN Education	£76,184	£989	
Total	£751,167	£16,657.95 (per 2+ bed dwelling) (77 units)	£290,891
Grand Total:	£751,167	£1,282,662.10	£290,891

Sporting Provision:

Sport England and Coventry City Council Sport team request a total contribution of £595,414, in which the breakdown is as follows:

- Swimming Pools: 7.09 sqm of pool space costing £151,318 towards a potential future public leisure facility in the northwest of the city.
- Sports Halls: 0.18 courts costing £137,002 towards a potential future public leisure facility in the northwest of the city to assist meeting the demand of the projected housing growth in this area.
- Artificial Grass Pitches: 0.02 pitches costing £28,031 towards a site highlighted in the Playing Pitch and Outdoor Sports Strategy Action Plan (PPOSS), such as Woodlands or Sidney Stringer Academy to meet the demand of the current and/or future 3G pitch shortfall.
- Playing Pitches: 0.43 grass pitches costing £47,985 towards a potential future public leisure site in the northwest of the city, or one of the football hubs created on one of the Council parks facilities or at Woodlands to improve the quality of pitches.
- Ancillary Facilities: 0.64 changing rooms contribution towards a two-team changing facility costing £130,148 towards a potential future public leisure site in the northwest of the city, or one of the football hubs created on one of the Council parks facilities or at Woodlands.
- Pitch Maintenance: costing £10,093 per annum (based on a 10-year maintenance period £100,930 in total) towards a potential future public leisure site in the northwest of the city, or one of the football hubs created on one of the Council parks facilities or at Woodlands to improve the quality of pitches.

Highways:

The Local Highway Authority have requested a total contribution amount of £536,800, in which the breakdown is as follows:

- Mobility Credits – A contribution of £315,000 is sought prior to occupation towards Mobility Credits comprising bus passes within resident travel packs, based on a 4-week Regional nbus pass at a cost of £70 per month, per dwelling, over a 6-month period).
- West Midlands Cycle Hire Credits – A contribution of £30,000 is sought prior to occupation towards the provision of cycle hire bundles for each dwelling, calculated at £8 per 100 minutes per dwelling, per annum, for a period of 5 years.
- Car Club – A contribution of £112,500 is sought prior to occupation towards the provision of Car Club hire bundles for each dwelling, calculated at 3no. £50 daily rate car rental per dwelling (based on Enterprise Car Club prices).
- Travel Plan Monitoring – A contribution of £6,800 is sought towards the monitoring of the approved Travel Plan over a 10-year period.
- Traffic Regulation Order (TRO) – A contribution of £7,500 is sought prior to occupation towards the implementation of Traffic Regulation Orders to amend, remove and/or implement new parking restrictions along Windsor Street and Upper Spon Street.
- EV ChargePoint – A contribution of £65,000 is sought towards the relocation of existing EV ChargePoint's currently located along Windsor Street, including the cost to remove the existing feeder pillar and ChargePoint's. The cost per ChargePoint for relocation is £10,000 totalling £60,000 for the 6no. twin-headed ChargePoint's along Windsor Street, plus £5,000 for the removal of the equipment.

Transport for West Midlands have requested £15,000 to go towards two new bus shelters or enhancement of existing bus stops and/or shelters along Butts Road and Holyhead Road.

Community Use:

Initially officers requested that a community facility (F2 use) is provided on site. The agent confirmed that this application will not put a Class F2 (community use) as part of the current planning submission. This is on the basis that there are several existing community assets within the area, including the local community centre 'Rose Centre', which is currently underutilised, Oasis Community Church Café and The Albany Theatre as well as others.

Consultations were undertaken with local residents, stakeholders and Ward Councillors prior to the submission of this planning application earlier this year. During these discussions feedback indicated that the proposed development should support and enhance the use of existing community facilities rather than introduce new spaces that may compete with them.

The applicant has confirmed that they are proposing to do improvements as part of the social value/benefit of the scheme but want to involve the local community to steer what this will look like. Officers wish to see this as a clause in the s106 with a need for a social value strategy.

Equality Implications

Section 149 of the Equality Act 2010 created the public sector equality duty. Section 149 states:-

(1) A public authority must, in the exercise of its functions, have due regard to the need to:

- a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Officers have taken this into account and given due regard to this statutory duty, and the matters specified in Section 149 of the Equality Act 2010 in the determination of this application.

There are no known equality implications arising directly from this development.

CONCLUSION

The proposed development is considered to be acceptable in principle for residential development with ancillary commercial as regenerating Spon End will increase numbers of social housing into the area. The development has a density and housing mix that are suited to this highly sustainable edge of city centre location. Taking into consideration the details within the report it is clear that the proposed development performs on all three overarching objectives of sustainable development, being economic, social and environmental, without having a significant negative impact to counterbalance the

positives. The development makes will effectively regenerate this site creating enhancements to the River Sherborne whilst improving connectivity and providing open spaces for all to enjoy. The full aspects of the development are considered to be of high quality with a design which will help improve the character and appearance of the area. The submitted design code submitted with the application will ensure the high-quality design is carried through to the latter phases. The less than substantial harm that the development would have upon the Conservation Area and neighbouring heritage assets would be clearly outweighed by the public benefit. The development will have minimal impact upon neighbour amenity of both existing and future occupiers. The development and estimated trip rates are found to be acceptable with initiatives and incentives put in place to reduce the need of car ownership which supports the lower level of parking, and revisions are expected to the layout to address highway's concerns. The development will be safe for its lifetime and reduce overall flood risk within the area. The proposed landscaping would provide a net gain in biodiversity on the site with contributions made to improving infrastructure for public benefits. The proposed development is therefore considered to be acceptable subject to relevant conditions and contributions. The reason for Coventry City Council granting planning permission is because the development is in accordance with: Policies DS1; DS3; DS4; H1; H2; H3; H4; H6; H9; R4; GE1; GE3; GE4; DE1; HE2; AC1; AC2; AC3; AC4; AC5; EM1; EM2; EM3; EM4; EM5; EM7 and IM1 of the Coventry Local Plan 2016 and the Emerging Local Plan, together with the aims of the NPPF.

CONDITIONS/REASONS:

1. The development to which the FULL planning permissions relates must not begin later than the expiration of three years from the date of this permission.

Reason: *To conform with Section 91 of the Town and Country Planning Act 1990 (as amended).*

2. Application for approval of the reserved matters specified in Condition 4 below associated with the OUTLINE planning permission, accompanied by detailed plans and full particulars, must be made to the Local Planning Authority before the expiration of five years from the date of this permission.

Reason: *To conform with Section 92 of the Town and Country Planning Act 1990 (as amended).*

3. The development hereby permitted, as referred to in Condition 2 above, must be begun not later than the expiration of two years from the final approval of reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved for that phase.

Reason: *To conform with Section 92 of the Town and Country Planning Act 1990 (as amended).*

4. Details of the following reserved matters associated with the OUTLINE planning permission shall be submitted to and approved in writing by the Local Planning Authority before any part of the development associated with the OUTLINE

planning permission has commenced and shall be implemented as approved to the satisfaction of the Local Planning Authority: a - Scale; b - Layout c - Appearance; & d – Landscaping.

Reason: *To ensure that the details of the development are acceptable to the Local Planning Authority.*

FULL

5. Prior to their incorporation into the development, full details of the colour, finish and texture of all new materials to be used on all external surfaces of all buildings and structures (inclusive of façade artwork detail and roof top plant screening), together with samples of the facing materials and roof tiles/slates for that element of the scheme, shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved details.

Reason: *To ensure a satisfactory external appearance and in the interests of the visual amenities of the locality in accordance with policy DE1 of the Local Plan.*

6. Prior to occupation of the development hereby permitted a comprehensive hard and soft landscaping scheme shall be provided in accordance with details which shall first be submitted to and approved in writing by the local planning authority. The landscaping scheme shall include the full planting schedule specifying species, location, number, density, height and eventual spread and location of grass turfing or seeding, the depth of topsoil where necessary the timing of implementation The landscape works shall be permanently retained and managed in accordance with the submitted details. In event that any trees or plants which within a period of 10 years from their planting die, are removed or become diseased, they shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

Reason: *To ensure the proper development of the site and in the interest of visual amenity and biodiversity in accordance with policies DE1 and GE3 of the Local Plan.*

7. Prior to occupation of the Townhouses hereby permitted full details of the proposed LEAP and the timescales for its implementation shall be submitted to and approved in writing by the Local Planning Authority, which shall include / provide for the following:
- Is minimum of 400sqm in size.
 - Has a sufficient buffer zone to allow a minimum distance of 20 metres between the edge of the activity zone and the boundary of the nearest residential property
 - Should provide at least 5 types of play equipment, providing a range of activities, avoiding duplication of nearby play facilities.
 - The buffer zone includes varied planting to provide a mix of scent, colour and texture.
- Any play area will need to be managed and maintained to current ROSPA guidelines - <https://www.rospa.com/play-safety/advice/code-of-practice>
Thereafter the LEAP shall be maintained and available for use in accordance with the approved details.

Reason: To ensure adequate play equipment is provided in accordance with Policy GE1 of the Coventry Local Plan 2016.

8. Prior to occupation of the apartments hereby granted full details including specification and percentage of reflection of the one-way privacy film to the habitable rooms fronting shared corridors shall be submitted to and approved in writing to the local planning authority. The development shall not be occupied unless and until all the works within the approved scheme have been completed in strict accordance with the approved details and thereafter the works shall be retained at all times and shall not be removed or altered in any way.

Reason: *In the interests of the amenities of the occupiers of nearby properties in accordance with Policy DE1 of the Coventry Local Plan 2016.*

9. No part of the residential accommodation hereby permitted shall be occupied unless and until the external amenity space has been laid out and provided in full accordance with the details shown on the approved plans and thereafter shall remain available for use at all times.

Reason: *In the interests of the amenities of the future occupants of the residential accommodation in accordance with Policy DE1 of the Coventry Local Plan 2016.*

10. Prior to occupation of the development hereby permitted boundary treatment shall be erected in accordance with details which shall first be submitted to and approved in writing by the local planning authority. The development shall not be carried out other than in accordance with the approved details.

Reason: *To safeguard the amenities of future occupiers of the development in accordance with Policy DE1 of the Coventry Local Plan 2016.*

11. Notwithstanding the Town and Country Planning (Use Classes) Order 1987 (as amended) the E class uses hereby approved shall exclude E(g)(ii) Research and development of products or processes and E(g)(iii) Industrial Processes.

Reason: *To safeguard the amenities of the neighbouring residents in accordance with policy DE1 of the Local Plan.*

12. The proposed E Class uses hereby approved shall not exceed gross internal floorspace of 977sqm.

Reason: *The granting of an unrestricted planning permission could have a significant impact on the vitality and viability of existing shopping centres as set out in Policy R3 of the Coventry Local Plan 2016. Policy R3 of the Coventry Local Plan 2016.*

13. Prior to the occupation of the apartments hereby permitted all bin stores and refuse collection points shall be provided in full accordance with the approved details.

Reason: *To ensure satisfactory waste management in compliance with policy EM8 of the Local Plan 2016.*

14. Flood resistance measures in the townhouses which prevent entry of water up to a minimum level of 600mm above the 100-year river flood levels plus climate change, shall be implemented and retained in accordance with the approved details throughout the lifetime of the development.

Reason: *To protect the development from flood risk for its lifetime in accordance with Policies EM4 and EM5 of the Coventry Local Plan 2016 and the Supplementary Planning Document 'Delivering a More Sustainable City'.*

15. The development hereby permitted shall not be occupied until mitigating archaeological and post investigation assessment has been submitted and approved in writing by the local planning authority, which shall be completed in accordance with the programme set out in the approved written scheme of investigation (Project Design for Archaeological Monitoring and Recording Spon End Demolition Coventry), and provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: *To comply with Chapter 16, paragraphs 207 and 208 of the National Planning Policy Framework and Policy HE2 of the Coventry Local Plan 2017 and Policy HE4 of emerging Local Plan in order to ensure any remains of archaeological importance, which help to increase our understanding.*

16. No development or other operations (including any demolition, site clearance or other preparatory works) 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, 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.*

17. The external plant within the development hereby permitted will be required to meet and not exceed the plant noise limits outlined in table 8.2 of the Environmental Noise Assessment (v2) Ref: M5784.

Reason: *To protect the amenity of the occupiers of neighbouring residential occupiers in accordance with Policy EM7 of the Coventry Local Plan 2016.*

18. Prior to occupation of the development hereby approved a ventilation and overheating strategy shall be installed in accordance with details which shall first be submitted to and agreed in writing by the local planning authority. The approved details shall be implemented and retained in accordance with the approved details throughout the lifetime of the development.

Reason: *To protect the amenity of the occupiers of neighbouring residential occupiers in accordance with Policy EM7 of the Coventry Local Plan 2016.*

19. Prior to the first occupation of the development hereby permitted details of twenty birds, twenty bats and ten invertebrate boxes and log piles shall be submitted to and approved in writing by the Local Planning Authority. The birds, bats and invertebrate boxes and log piles shall be fully installed in strict accordance with the approved details prior to the first occupation of the development and thereafter shall be retained and shall not be removed or altered in any way.

Reason: *To ensure that protected species are not harmed by the development in accordance with Policy GE3 of the Coventry Local Plan 2016 and the advice contained within the NPPF.*

20. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any statutory instrument amending, revoking and/or replacing that Order, the first and second floor windows to be formed in the rear facing elevations of the townhouses of plots 1,2, 3, 4, 5, 14,15, 16,17 and 18 hereby permitted shall only be glazed or re-glazed with obscure glass and any opening part of any window will be at least 1.7m above the floor of any room in which the window is installed.

Reason: *In the interests of the amenities of the occupiers of nearby properties in accordance with Policy DE1 of the Coventry Local Plan 2016.*

21. No parts of the development shall commence, except for demolition or preparatory works, until the areas of highway land illustrated on Drawing Numbers 224339-MNP-XX-XX-DR-C-1800 Rev. P02, 224339-MNP-XX-XX-DR-C-1801 Rev. P01, 224339-MNP-XX-XX-DR-C-1802 Rev. P01, 224339-MNP-XX-XX-DR-C-1803 Rev. P01, 224339-MNP-XX-XX-DR-C-1804 Rev. P01, and 224339-MNP-XX-XX-DR-C-1805 Rev. P01 (S247 Stopping Up Layout Sheets 1-6) have been stopped up in accordance with Section 247 of the Town and Country Planning Act 1990 or any other relevant legislation.

Reason: *To ensure public highways land within the site boundary is released to facilitate the development and to accord with policy AC2 of the Coventry Local Plan 2016.*

22. No parts of the development shall be occupied until details of the pedestrian / cycle access(es) onto the segregated footway / cycleway facility on Upper Spon Street have been submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved details.

Reason: *In the interests of highway safety in accordance with Policy AC2 of the Coventry Local Plan 2016.*

23. The townhouses shall not be occupied until details of residential cycle parking facilities and bin storage areas have been submitted to and approved in writing by the Local Planning Authority. The cycle parking facilities shall remain available for use at all times and shall not be removed or altered in any way.

Reason: *In the interest of encouraging sustainable travel in accordance with Policies DE1, AC1 and AC4 of the Coventry Local Plan 2016.*

24. The apartments hereby permitted shall not be occupied unless and until cycle parking facilities have been provided in full accordance with the approved details. Thereafter those facilities shall remain available for use at all times and shall not be removed or altered in any way.

Reason: *In the interest of encouraging sustainable travel in accordance with Policies AC1 and AC4 of the Coventry Local Plan 2016.*

25. No parts of the commercial / business uses shall be occupied until details of cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The cycle parking facilities shall remain available for use at all times and shall not be removed or altered in any way.

Reason: *In the interest of encouraging sustainable travel in accordance with Policies AC1 and AC4 of the Coventry Local Plan 2016.*

26. The development hereby permitted shall not be occupied until an area allocated for future cycle hire or public cycle parking facilities has been identified and provided in accordance with details to be approved in writing by the Local Planning Authority. The approved area shall be retained thereafter for the purposes of cycle hire or public cycle parking unless otherwise agreed in writing by the Local Planning Authority.

Reason: *In the interest of encouraging sustainable travel in accordance with Policies AC1 and AC4 of the Coventry Local Plan 2016.*

27. The development hereby permitted shall not be occupied until an area for Car Club parking spaces has been identified and provided in accordance with details to be approved in writing by the Local Planning Authority. The approved area shall be retained thereafter for the purposes of the Car Club unless otherwise agreed in writing by the Local Planning Authority.

Reason: *In the interest of encouraging sustainable travel in accordance with Policies AC1 and AC4 of the Coventry Local Plan 2016.*

28. Prior to occupation of any part of the development hereby permitted, the car parking spaces shall be provided and marked out in full accordance with the approved drawings. Thereafter they shall be made available for use by the

occupants and / or visitors to the units which they serve and shall not be removed or altered in any way.

Reason: *To ensure a satisfactory provision of off-street vehicle parking facilities in accordance with the Council's standards and in the interests of highway safety in accordance with Policies AC1, AC2 and AC3 of the Coventry Local Plan 2016.*

29. Prior to occupation of the townhouses pedestrian visibility splays of 2m x 2m shall be provided to the rear of the footway at each vehicular access within the site. Thereafter, nothing shall be erected or constructed within the visibility splay exceeding 600mm in height.

Reason: *In the interest of highway safety in accordance with Policy AC2 of the Coventry Local Plan 2016.*

30. No parts of the commercial / business uses shall be occupied until a Servicing Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include details of, but not limited to, hours of deliveries; parking / unloading / loading areas; the types / size of vehicles expected to service the uses; and location of bin storage points. The Plan, as approved, shall be adhered to at all times during the operational lifetime of the proposed uses.

Reason: *In the interest of highway safety in accordance with Policy AC2 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) Finished Floor Levels must be 300mm above the 1 in 100 year plus climate change pluvial flood levels.
 - c) 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.
 - d) 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.
 - e) 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.
 - f) A detailed strategy must be provided for the long-term maintenance of the SuDS and other surface water drainage systems on site.

g) 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.

h) 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.

i) Based on Flood Strategy Plan DWG: HYD 881-600 REV E, the proposal will allow for extension of existing walls to manage flow routes to Hope Street and Vincent Street. Further details of these structures shall be submitted to ascertain the structure location relative to the existing and proposed highways, the parameters of these structures will need to be reviewed relating to adoptable highway structures such as approval in principle subject to requirements of the adopting authority.

The development shall be carried out in accordance with the approved details.

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'.*

OUTLINE

32. The reserved matters to be submitted in accordance with condition 4 shall include the following information:

- Details of how the development accords with the principles set out in the Design Code Rev 04 dated 30/09/2025 and reasoning and justification for any departure from the approved design codes.
- details of all boundary treatment and surfacing materials
- details of a phasing scheme and long-term maintenance programme for the landscaping.
- Details of how all residential units will be NDSS compliant.

Reason: *In the interests of achieving sustainable development, having particular regard to the potential impact of the development in accordance with Policy DS3 of the Coventry Local Plan 2016.*

33. A programme of archaeological works and post-investigation works to be defined in a Written Scheme of Investigation shall be submitted with the layout reserved matters application for each phase of development. The Written Scheme of Investigation is required to be submitted to and approved in writing by the local planning authority. The strategy shall include details of the following:

- The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;
- The identification and assessment of the nature, extent, preservation and significance of archaeological remains within the application area;

- A comprehensive understanding of the area's archaeological background and character;
 - The assessment of the impact of the proposed development on the archaeological remains;
 - Measures to ensure the preservation in situ or by record of archaeological features of identified importance;
 - Methodologies for the recording and recovery of archaeological remains, including artefacts and ecofacts;
 - The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material
 - A timetable of works in relation to the proposed development;
 - A list of all staff involved in the implementation of the strategy, including sub-contractors and specialists, their responsibilities and qualifications
- writing by the Local Planning Authority. The development shall only proceed in full accordance with these approved details.

Reason: *To comply with Chapter 16, paragraphs 207 and 208 of the National Planning Policy Framework and Policy HE2 of the Coventry Local Plan 2017 and Policy HE4 of emerging Local Plan in order to ensure any remains of archaeological importance, which help to increase our understanding.*

34. The following shall be submitted to the Local Planning Authority together with reserved matters applications for each phase of development:
- a) Arboricultural Impact Assessment (5.4) to assess the direct and indirect implications of trees upon the proposal and visa-versa, including locations for under-ground/ overground services, level changes within RPA's etc.;
 - b) Arboricultural Method Statement (6.1); and
 - c) a Dimensioned Tree Protection Plan (to include protection measures during and after construction and any construction exclusion zones) (in accordance with 5.5/ Table B.1), site monitoring (6.3) of British Standard BS5837:2012 - Trees in relation to design demolition and construction - Recommendations, which shall also include any proposal for pruning or other preventative works.
- The approved mitigation and / or protection measures shall be put into place prior to the commencement of any works and shall remain in place during all construction work.

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.*

35. A noise assessment shall be submitted with the appearance, layout and scale reserved matters applications for each phase of development. The noise assessment shall include results for LAeq, LA10, and LA90 noise descriptors, together with a calculated arithmetical average for the LAeq. The assessment will demonstrate by calculation that internal noise levels for the proposed residential property meet the 'Good' criteria set out in British Standard 8233 'Sound Insulation and Noise Reduction for Buildings' together with any mitigation measures that are required to achieve this. The report shall also demonstrate that outdoor garden and leisure areas associated with this development meet the 55dB limit as required by the World Health Organisation (WHO). Prior to the first occupation of

the buildings any necessary mitigation measures shall have been implemented in full accordance with the recommendations of the noise assessment and thereafter shall not be removed or altered in any way.

Reason: *To protect the amenity of the occupiers of neighbouring residential occupiers in accordance with Policy EM7 of the Coventry Local Plan 2016.*

36. No development shall commence unless and until a Sustainable Building Statement for that element of the scheme has been submitted to and approved in writing by the Local Planning Authority. The statement shall demonstrate how the requirements of Local Plan Policy EM2 (Building Standards) have been met. The development shall not be occupied unless and until all the works within the approved scheme have been completed in strict accordance with the approved details and thereafter the works shall be retained at all times and shall not be removed or altered in any way.

Reason: *To comply with the provisions of the NPPF and in accordance with Policy EM2 of the Coventry Local Plan 2016.*

37. No development shall commence unless and until a Fire Statement for that element of the scheme has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied unless and until all the works within the approved scheme have been completed in strict accordance with the approved details and thereafter the works shall be retained at all times and shall not be removed or altered in any way.

Reason: *In the interests of the amenities of the occupiers of nearby properties in accordance with Policy DE1 of the Coventry Local Plan 2016.*

38. The residential car and cycle parking facilities shall be submitted with the appearance, layout and scale reserved matters applications. The cycle parking facilities shall remain available for use at all times and shall not be removed or altered in any way.

Reason: *In the interest of encouraging sustainable travel in accordance with Policies AC1 and AC4 of the Coventry Local Plan 2016.*

39. No parts of the residential uses of the scheme shall be occupied until details of the specification and routing of Coventry Cycle Route 11 passing through the site have been submitted to and approved in writing by the Local Planning Authority.

Reason: *In the interests of highway safety in accordance with Policy AC2 of the Coventry Local Plan 2016.*

40. No parts of the residential uses of the scheme shall be occupied until details of appropriate crossing points connecting to the cycle facilities along Meadow Street and Butts Road have been submitted to and approved in writing by the Local Planning Authority.

Reason: *In the interest of highway safety and encouraging sustainable travel in accordance with Policies AC1 and AC4 of the Coventry Local Plan 2016.*

41. No parts of the residential uses shall be occupied until details of a scheme to improve the cycle connection from Butts Road to Upper Spon Street has been submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved details.

Reason: *In the interests of highway safety in accordance with Policy AC2 of the Coventry Local Plan 2016.*

42. The provision of a Sustainable urban Drainage System (SuDS) in accordance with the latest available design guidance shall be submitted to the Local Planning Authority together with each reserved matters applications for each phase of development. The submission shall include all relevant details and calculations to enable a full evaluation to be undertaken, and clear and accountable consideration shall be given to the following features:
- 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) Finished Floor Levels must be 300mm above the 1 in 100 year plus climate change pluvial flood levels.
 - c) 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.
 - d) 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.
 - e) 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.
 - f) A detailed strategy must be provided for the long-term maintenance of the SuDS and other surface water drainage systems on site.
 - g) 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.
 - h) 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.
 - i) Based on Flood Strategy Plan DWG: HYD 881-600 REV E, the proposal will allow for extension of existing walls to manage flow routes to Hope Street and Vincent Street. Further details of these structures shall be submitted to ascertain the structure location relative to the existing and proposed highways, the

parameters of these structures will need to be reviewed relating to adoptable highway structures such as approval in principle subject to requirements of the adopting authority.

The development shall be carried out in accordance with the approved details.

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'.*

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43. Prior to any works above slab level within any phase of the development a public art strategy to include timeframes of installation shall be submitted to and agreed in writing by the local planning authority and the approved details shall be implemented and retained in accordance with the approved details throughout the lifetime of the development.

Reason: *To ensure the proper development of the site and in the interest of visual amenity in accordance with policies DE1 of the Local Plan.*

44. No external lighting, including roadway and pathway lighting, shall be erected or installed in any phase of the development unless and until full details of the type, design and location of the lighting columns, fixtures and fittings, together with their associated angle, fall, spread and intensity, have been submitted to and approved in writing by the Local Planning Authority. Any lighting shall only be erected and installed in accordance with the approved details.

Reason: *To prevent unnecessary light pollution and in the interests of the amenities of the area.*

45. Prior to the commencement of the development hereby approved a Local Labour and Business Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Strategy shall incorporate measures to promote employment opportunities arising from the development to, and encourage job applications from, residents of the City of Coventry and shall incorporate measures to promote opportunities for local businesses to gain contracts associated with the construction of the development. The Strategy shall be implemented in accordance with the approved details throughout the lifetime of the development.

Reason: *In order to contribute to the local economy and local residents in need of employment and in accordance with the principles within policy JE7 of the Coventry Local Plan (2016).*

46. Before development commences on any phase of the scheme a Construction/ Demolition Management Plan (CMP) shall be 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 (inclusive of meanwhile uses) 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 AC1 and AC2 of the Coventry Local Plan 2016*

47. Prior to occupation of each phase of the development a Flood Evacuation Management Plan (FEMP) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented and retained in accordance with the approved details throughout the lifetime of the development.

Reason: *To protect the development from flood risk for its lifetime in accordance with Policies EM4 and EM5 of the Coventry Local Plan 2016 and the Supplementary Planning Document 'Delivering a More Sustainable City'.*

48. Prior to their incorporation into the development on any phase of the development hereby permitted, a package of measures to minimise the impact of the development upon local air quality shall be submitted to and in writing by the Local Planning Authority. These measures shall have consideration of the following: -
 - (i) Provision for electric vehicle recharging points or dwellings to be made 'EV-ready' so a power connection is available to install an EV charge point as required;
 - (ii) 10% of parking provision to be for EV recharging on non-residential development
 - (iii) Use of low NOx boilers (to have a maximum dry NOx emissions rate of 40mg/kWh);

The measures shall be installed in full accordance with the approved details prior to first occupation of the development and thereafter shall be retained and shall not be removed or altered in any way.

Reason: *To mitigate the impacts of development on air quality during and post construction in accordance with Policies DS3 & EM7 of the Coventry Local Plan 2016.*

49. Before development commences on any phase of the scheme, a method statement detailing the control of emissions into the air during the demolition/ construction phase should be submitted to and approved in writing by the Local Planning Authority. The method statement should accord with the Best Practice Guidance - 'The control of dust and emissions from construction and demolition' and include:- a) proposed hours of work; b) map with nearest receptors and distances for dust and noise; c) noise impact on nearest neighbours and control measures as required; d) monitoring methods and measurement locations for dust and noise recording details; e) dust mitigation measures; f) contact details for responsible persons and site personnel training; and g) information provision and liaison with local residents. The development shall only proceed in full accordance with the approved details.

Reason: *To protect the amenity of the occupiers of neighbouring residential occupiers in accordance with Policy EM7 of the Coventry Local Plan 2016.*

50. Before development commences on any phase of the scheme, a construction noise assessment shall be submitted in accordance with the British Standard 5288 'Noise and Vibration Arising from Construction Projects' together with any mitigation measures that are required to achieve this. Any necessary mitigation measures shall have been implemented in full accordance with the recommendations of the noise assessment and thereafter shall not be removed or altered in any way.

Reason: *To protect the amenity of the occupiers of neighbouring residential occupiers in accordance with Policy EM7 of the Coventry Local Plan 2016.*

51. An investigation and risk assessment (in addition to any assessment provided with the planning application) for each phase, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site; whether or not it originates on the site; and any report of the findings must be submitted to and approved in writing by the local planning authority prior to the commencement of development (including any demolition). The report of the findings, to be conducted in accordance with Environment Agency Guidance Land Contamination: Risk Management (2021) and must include (i) a survey of the extent, scale and nature of contamination; (ii) an assessment of the potential risk to; human health, property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, groundwaters and surface waters, ecological systems, archaeological sites and ancient monuments; (iii) an appraisal of remedial options and proposal of the preferred option(s).

Reason: *To safeguard health, safety and the environment in accordance with Policy EM6 of the Coventry Local Plan 2016 and the aims and objectives of the NPPF.*

52. The development of a phase shall only be undertaken in accordance with a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment, which shall be submitted to and approved in writing by the local planning authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: *To safeguard health, safety and the environment in accordance with Policy EM6 of the Coventry Local Plan 2016 and the aims and objectives of the NPPF.*

53. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development of a phase other than that required to carry out the remediation. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Reason: *To safeguard health, safety and the environment in accordance with Policy EM6 of the Coventry Local Plan 2016 and the aims and objectives of the NPPF.*

54. Prior to occupation of a phase of development hereby permitted and following completion of the measures identified within the remediation scheme approved under condition No. 53, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and submitted to the Local Planning Authority for approval in writing.

Reason: *To safeguard health, safety and the environment in accordance with Policy EM6 of the Coventry Local Plan 2016 and the aims and objectives of the NPPF.*

55. In the event that contamination is found at any time when carrying out the approved development of a phase, that was not previously identified, it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 51, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 52, which shall be submitted to and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 53.

Reason: *To safeguard health, safety and the environment in accordance with Policy EM6 of the Coventry Local Plan 2016 and the aims and objectives of the NPPF.*

56. Prior to the first occupation of the development on any phase of the scheme hereby permitted, details of a scheme which sets out where and how 'Secured by Design' standards will be incorporated into the development, shall be submitted to and approved in writing by the Local Planning Authority. These measures should be installed in full accordance with the approved details prior to first occupation of the development and thereafter shall be retained and shall not be removed or altered in any way.

Reason: *To ensure Secured by Design standards are met, in the interests of safety and security and the health and wellbeing of future occupiers of the development in accordance with Policies DS3, H3 and DE1 of the Coventry Local Plan 2016.*

57. Prior to the first occupation any phase of the development hereby permitted, a landscape management plan, including long term design objectives, long term management responsibilities and maintenance schedules for all landscape areas (other than domestic gardens within the curtilage of a single dwellinghouse), shall be submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be implemented as soon as the approved landscaping is carried out and shall not be withdrawn or altered in any way.

Reason: *To ensure a satisfactory standard of appearance over the lifetime of the development in the interests of the visual amenities of the area in accordance with Policy GE1 and DE1 of the Coventry Local Plan 2016.*

58. No removal of trees/ hedges/ shrubs/ or demolition of buildings/ structures shall take place within any phase between 1st March and 31st August (inclusive) unless a survey to assess the nesting bird activity on the site during this period has been undertaken by a qualified surveyor, and a scheme to protect any nesting birds identified on the site has first been submitted to and approved in writing by the Local Planning Authority. No trees/ hedges/ shrubs shall be removed, or buildings/ structures shall be demolished between 1st March and 31st August (inclusive) other than in strict accordance with the approved bird nesting protection scheme.

Reason: *To ensure that protected species are not harmed by the development in accordance with Policy GE3 of the Coventry Local Plan 2016 and the advice contained within the NPPF.*

59. Prior to the installation of any street lighting or any external lighting to be fixed to any building(s) with any phase, an external lighting strategy (including a plan) shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall demonstrate that lighting shall be kept to a minimum at night in order to minimise impact on emerging and foraging bats, and to restrict light spillage onto foraging corridors. The lighting shall be installed in full accordance with the approved strategy, and all lighting thereafter shall be subsequently maintained in strict accordance with the approved details.

Reason: *To ensure that protected species are not harmed by the development in accordance with Policy GE3 of the Coventry Local Plan 2016 and the advice contained within the NPPF.*

60. Prior to any works above slab level within each phase of the development an Invasive Non-Native Species Protocol (INNSP) has been submitted to and approved in writing by the Local Planning Authority. The INNSP shall detail the timing and method of containment, control and removal of Himalayan balsam from the site. The development shall only proceed only in full accordance with the measures identified in the approved INNSP.

Reason: *To ensure that protected species are not harmed by the development in accordance with Policy GE3 of the Coventry Local Plan 2016 and the advice contained within the NPPF.*

61. Prior to the first occupation of the development within each phase hereby permitted a Habitat Management and Monitoring Plan (HMMP) shall be submitted to and approved in writing by the Local Planning Authority. The content of the HMMP shall include the following:
- a) Description and evaluation of features to be managed;
 - b) Ecological trends and constraints on site that might influence management;
 - c) Aims and objectives of management, including mitigation and enhancement for species identified on site;
 - d) Appropriate management option for achieving aims and objectives;
 - e) Prescriptions for management actions;
 - f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a ten-year period);
 - g) Details of the body or organisation responsible for implementation of the plan, along with funding mechanism(s) for that body or organisation;
 - h) Ongoing monitoring and remedial measures, including where monitoring shows that conservation aims and objectives of the LEMP are not being met.
- The HMMP plan shall be implemented in strict accordance with the approved details within three months of the first occupation of the development and thereafter shall not be withdrawn or amended in any way.

Reason: *In order to safeguard and enhance habitat on or adjacent to the site in order to secure an overall biodiversity gain in accordance with Policy GE3 of the Coventry Local Plan 2016.*

62. Prior to any works above slab level within each phase of the development a Biodiversity Gain Plan for the Area / phase including finalised calculations and before and after development plans using the DEFRA template shall be submitted and approved in writing by the Local Planning Authority. The offsetting scheme shall be implemented in strict accordance with the approved details within three months of the first occupation of the development hereby permitted and thereafter shall not be withdrawn or amended in any way. The Biodiversity Gain Plan should be submitted using the DEFRA template.

Reason: *In order to safeguard and enhance habitat and secure an overall biodiversity gain in accordance with Policy GE3 of the Coventry Local Plan 2016.*

63. No parts of the development shall be occupied until details of the vehicular accesses and junctions, including visibility splays, serving each phase have been submitted to and approved in writing by the Local Planning Authority. The

development shall be implemented and completed in strict accordance with the approved details and thereafter the works shall be retained at all times and shall not be removed or altered in any way

Reason: *In the interests of highway safety in accordance with Policy AC2 of the Coventry Local Plan 2016.*

64. No parts of the development within each phase shall be occupied until the redundant existing vehicular accesses and junctions have been permanently closed and the footway(s) / verge(s) have been reinstated in accordance with details to be submitted to and agreed in writing by the Local Planning Authority. The development shall be implemented and completed in strict accordance with the approved details and thereafter the works shall be retained at all times and shall not be removed or altered in any way.

Reason: *In the interests of highway safety in accordance with Policy AC2 of the Coventry Local Plan 2016.*

65. The Travel Plan dated August 2025 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 interest of encouraging sustainable travel in accordance with Policies AC1 and AC4 of the Coventry Local Plan 2016.*

66. No parts of the development shall be occupied until a suitable traffic calming scheme and on street parking along Windsor Street have been submitted to and agreed in writing by the Local Planning Authority and thereafter shall be implemented in accordance with the approved details.

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.*

67. No parts of the development shall be occupied until details of a pedestrian / cycle crossing point on Upper Spon Street connecting to Doe Bank Lane has been agreed in writing by the Local Planning Authority and implemented in accordance with the approved details.

Reason: *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 P20

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 C
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 RJL 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 August 2025
Walking and Cycling Audit dated February 2025
Stage 1 Road Safety Audit dated 23/09/2025
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: *For the avoidance of doubt and to ensure that the details of the development are acceptable to the Local Planning Authority*