

Planning Committee Report	
Planning Ref:	PL/2025/0002239/FULM
Site:	3 Bodmin Road, Coventry, CV2 5DB
Ward:	Wyken
Proposal:	Residential development of 22 no cluster dwellings and associated parking and amenity for hospital workers only
Case Officer:	Owain Williams

INTRODUCTION

The proposed development is for the erection of residential development dedicated to the accommodation of hospital staff only.

The building will consist of 22 residential cluster apartments which will comprise bedrooms with ensuites and communal kitchens, dining and living space. The development will total 158no bedrooms and will provide other associated ancillary facilities such as communal lounge and gym.

The site is currently vacant following the demolition of a previous industrial building (Use Class B2). The site is a transition site located between residential properties on Farren Road and Snape Road and Industrial/commercial premises located on Bodmin Road also known as Abbey Industrial Estate.

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 summarised in this report 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 proposed development is considered to be acceptable in principle and will not result in any significant impact upon neighbour amenity, highway safety, ecology or infrastructure, subject to relevant conditions, obligations and contributions. The reason for Coventry City Council granting planning permission is because the development is in accordance with: Policies DS1, DS3, DS4, JE3, H1, H3, H4, H6, H9, GE1, GE2, GE3, GE4, DE1, AC1, AC2, AC3, AC4, EM1, EM2, EM3, EM4, EM5, EM6, EM7 and IM1 of the Coventry Local Plan 2017 and the emerging Local Plan Policies identified together with the aims of the NPPF.

SITE DESCRIPTION

The site is located on the junction with Bodmin Road and Farren Road and currently a vacant piece of land following industrial employment buildings being demolished as part implementation of planning permission reference FUL/2021/3422 (see planning history).

Bodmin Road sits to the east of the site and runs south towards Belgrave Road and comprises low rise industrial and commercial buildings. This group of industrial and commercial buildings is known as Abbey Industrial Estate.

Farren Road is located immediately to the North of the site and is formed of predominately two-storey terraced rows of residential dwellings with some semi-detached dwellings also present. Immediately to the east of the site is a small side road, Snape Road, which has a pair of semi-detached houses fronting the corner of Farren Road and Snape Road.

The site is enclosed by a mature hedgerow on all sides with existing/former access points on Bodmin Road and Snape Road forming the only breaks in that hedge line.

The south of the site is adjoined by an existing industrial premises, Aluminium Surface Engineering and on the opposite of Bodmin Road to the west is the Coventry Turf and Landscaping business.

The site is located within 15 minutes walking distance to the centre of the University Coventry and Warwickshire Hospital. It is the same distance to the Tesco superstore to the South and only 5-minute walk to the Caludon Castle Park to the West. There are public transport routes within easy walk distance from the site situated on Clifford Bridge Road.

APPLICATION PROPOSAL

The proposal is for the creation of a privately owned residential development comprising 22 cluster flats (158 rooms), with gym and ancillary accommodation, to operate in partnership with University Hospital Coventry and Warwickshire in providing dedicated staff accommodation.

The proposed development proposes a central rotunda to be sited on the corner of the site at 4 storeys high and have adjoining wings to the property which extend out and front both Bodmin Road and Farren Road. The adjoining blocks to the rotunda will be 3.5 storeys high and will incorporate a mansard roof design. As the building projects along both Bodmin Road and Farren Road the building height drops to 2.5 storeys, still with a mansard roof design. It is proposed that the buildings will have brickwork to match the existing street scene but there will be rendered finishes to highlight the corner feature rotunda. Glazed link elements will be used to break up the massing of the building.

The main building as indicated will front both Bodmin Road and Farren Road, but there are also two satellite buildings proposed to the rear of this building which will stand at 3 storeys in high and will provide further accommodation. These buildings will be located closer to the existing adjoining industrial building. Between the main building and these satellite buildings will be the landscaped amenity areas and connecting footpaths.

The site has a proposed car park with 19 spaces provided which will be accessed from Bodmin Road via the relocation further south of the existing access point.

One of the satellite buildings closest to the car park will have a cycle store, plant room, and gym at ground floor level providing further facilities to the occupiers. A separate bin store is to be located in the corner of the site close to the access point on Bodmin Road.

As highlighted, the accommodation will be split into 22 cluster apartments which will provide 158 rooms overall. There are proposed to be differing room offers starting with standard, rising to premium then executive with also ambulant (accessible) rooms provided. Within each cluster there is a large kitchen/dining living room provided, with there being no more than 8 rooms per cluster.

The split of the room offer across the development is as below:

131 standard, 9 premium, 15 executive, 3 ambulant across a total of 158 residential bedrooms altogether.

As part of the amenity space provided, landscaping will be added in the form of further tree planting and lawned areas.

RELEVANT PLANNING HISTORY

Application Number	Description of Development	Decision and Date
FUL/2021/3422	Demolition of existing industrial buildings and erection of new buildings for Use Class E(g)(i) R&D, Use Class E(g)(ii) industrial processes, Use Class B2 general industrial and Use Class B8 storage and distribution use forming 9 units within 2 blocks	Granted Permission Subject to Conditions 17 th February 2022
DC/2022/2218	Submission of details to discharge Condition 4, in part (Investigation, Risk Assessment), Condition 9 (WSI), Condition 10 (Labour and Business Strategy), Condition 12 (Cycle Parking) and Condition 13 (CMP) imposed on planning permission reference FUL/2021/3422	Conditions Discharged 12 th December 2022

POLICY

National Policy Guidance

National Planning Policy Framework (NPPF) August 2026.

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 2017, 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 JE3: Non-Employment Uses on Employment Land
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 H10: Student Accommodation
Policy H11: Homes in multi occupation
Policy R4: Out of Centre Proposals
Policy GE1: Green Infrastructure
Policy GE2: Green Space
Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation
Policy GE4: Tree Protection
Policy DE1: Ensuring High Quality Design
Policy AC1: Accessible Transport Network
Policy AC2: Road Network
Policy AC3: Demand Management
Policy AC4: Walking and Cycling
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 IM1: Developer Contributions for Infrastructure

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

The Local Plan review is currently at Examination. 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 JE3: Non-Employment Uses on Employment Land
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 H10: Student Accommodation
Policy H11: Homes in multi occupation
Policy GE1: Green Infrastructure
Policy GE2: Green Space
Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation

Policy GE4: Tree Protection
Policy DE1: Ensuring High Quality Design
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 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 EM11: Energy Infrastructure
Policy EM13: Overheating in new buildings
Policy EM14: Embodied carbon and waste
Policy EM15: Noise
Policy IM1: Developer Contributions for Infrastructure

Supplementary Planning Guidance/ Documents (SPG/SPD/DPD):

Air Quality SPD
Coventry Connected SPD
Trees and Developer Guidance SPD
Affordable Housing SPD
Energy SPD
New Residential Development Design Guide SPD
Biodiversity Net Gain SPD

CONSULTATION

No objections received from:

- Public Health
- Environment Agency
- Education
- NHS
- West Midlands Fire Service

No objections subject to conditions/contributions have been received from:

- Environmental Protection
- Highways
- Ecology
- Urban Design Officer
- Local Lead Flood Authority
- Travel Plan Officer
- Economic Development Service
- Designing Out Crime Officer

Neighbour consultation

Immediate neighbours and local councillors have been notified; a site notice was posted on 4th December 2025. A press notice was displayed in the Coventry Telegraph on 4th December 2025

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

- a) Development too large and not in keeping with the area.
- b) The design of the building, and the rotunda is out of keeping with the two-storey housing within the area.
- c) Traffic levels on Bodmin Road and Farren Road are already high due to rat running to avoid traffic lights on Belgrave Road and Clifford Bridge this would just increase those levels.
- d) There have been several incidents in terms of road accidents on the junction of Bodmin Road and Farren Road and this again could be made worse with this development
- e) Development will result in loss of privacy/overlooking to neighbouring residential amenities
- f) The amount of parking allocated for this development (19 spaces) is insufficient and will lead to parking within the residential streets.
- g) The site is adjacent to industrial operations with large vehicles performing complex manoeuvres to access their sites.
- h) Proximity to Industrial Operations. Has the application considered the sensitivities of residents sleeping and studying next to a working factory?
- i) Little information about confirmed use of renewable energies and low use water systems such as rain capture.
- j) Garden areas immediately adjoining the factory are likely to receive little or no direct sunlight.
- k) This development should be located within the grounds of UHCW and not a residential street.
- l) Loss of outlook from property
- m) Is the existing hedgerow to be reduced in height if so has ecological surveys been undertaken?

With regards to these representations, all but one were received from residents living on Farren Road or occupying units on Bodmin Road.

Any further comments received will be reported within late representations.

APPRAISAL

The issues in determining this application are:

- n) Principle of development,
- o) The impact upon the character of the area
- p) The impact upon neighbouring amenity,
- q) Highway considerations,
- r) Flood risk and drainage,
- s) Noise, contaminated land,
- t) Ecology and Biodiversity considerations

The relevant policy text(s) for each issue are included in the Policy Appendix at the end of the report.

Principle of development

As highlighted, this development is to operate in partnership with University Hospital Coventry and Warwickshire in providing dedicated staff accommodation, so the proximity of the site to the Hospital is a key consideration in the decision being made.

The site is approximately 200 metres away from the Hospital grounds (approx. 4 min walk) with the main hospital building set a further 600 metres away (approx. 10 min walk) into the grounds. This makes the hospital for the occupiers of this accommodation highly accessible and sustainable. The application has received strong support from the Chief Executive of the hospital stating that “postgraduate doctors and other healthcare professionals require accommodation close to the hospital, and that access to such housing is essential for staff recruitment, retention, and wellbeing”. They continued to state that “By enabling healthcare workers to live within walking distance of the hospital, the development will directly improve staff work-life balance, job satisfaction, and the quality of care provided to the community”.

Policy H3 is the principal policy for new dwellings within the city. The proposed site is equidistant from the main hospital as it is to a main Tesco superstore situated along Clifford Bridge Road, which makes this easily accessible and convenient for the occupiers. There is also another smaller convenience store located closer on Belgrave Road, so again within easy walking distance.

There is a central landscaped communal amenity space being provided within the grounds of the development along with small areas of private amenity space in the form of balconies. There is also a large public open amenity space within a short walk of the site in the form of Caludon Castle Park which offers recreational facilities and open green space to enjoy.

As the proposal comprises purpose-built accommodation for hospital staff, and is arranged in the form of cluster flats, Local Plan Policies H10 (Student Accommodation) and H11 (Houses in Multiple Occupation) have some relevance. Whilst the intended occupiers are not students, these policies provide a useful framework for considering this form of shared residential accommodation. In particular, they emphasise the importance of locating such development in accessible and sustainable locations, ensuring good access to key destinations for future occupiers, and securing a high standard of design that reflects and enhances local character. The policies also seek to ensure that development does not result in material harm to the amenities of neighbouring occupiers.

In terms of the character of the area and impact on nearby properties these are assessed in further detail in this report, but in relation to the accessibility aspects and in respect to who the occupiers are of this development this site would be in principle an ideal location and therefore acceptable with regard to Local Plan Policies H3, H10 and H11.

The other aspect with regards to the principle of the development that needs to be covered is the loss of employment land in regard to Policy JE3. As referenced already in this report the site was previously occupied by employment buildings and was cleared

following part implementation of permission FUL/2021/3422 to redevelop the site for 9 new industrial units. Policy JE3 is explicit in that non-employment development will not normally be permitted unless one or more of the stated exception criteria can be demonstrated, including unsuitability for employment use, lack of viability, ancillary provision, or generation of significant employment gains. In addition, proposals must demonstrate that the site's contribution to the overall employment land supply is not significant, that nearby employment land will not be undermined, and that the operation of existing businesses will not be adversely affected.

In response, the applicant has submitted a statement of compliance with Policy JE3. The statement which has been reviewed by planning policy officers provided evidence which demonstrated 3 aspects which are as follows:

That the reuse of the site for employment purposes is not financially viable. The evidence provided detailed costing exercises undertaken post permission, including independent appraisals by Starkey Button and Deeley Construction, which confirmed that the escalating post-pandemic costs of materials and labour rendered the approved scheme financially unviable. Total project costs increased from an estimated £2.8 million to over £4.58 million, resulting in a projected deficit of approximately £1.25 million. The Council agree with the details provided in regard to this aspect of the statement.

The site is not of strategic employment significance, and its redevelopment will not compromise the wider employment land portfolio. The statement highlighted that the site is not designated as a Key or Strategic Employment Site within the Local Plan, nor is it required to meet the city's long-term employment land supply. It was further added that due to the site's limited scale, its transitional location adjacent to residential uses, and the availability of alternative employment plots within Bodmin Road and other allocated locations, its loss will not materially harm Coventry's ability to accommodate employment land requirements over the plan period. Taking into account these points plus the mitigation measures within the proposed development to reduce conflict with neighbouring uses its redevelopment will not undermine the viability or deliverability of surrounding employment areas and will, conversely, remove a long-vacant parcel of previously developed land from underutilisation and therefore the Council are again in agreement with aspect.

The proposed use will generate ongoing employment, social, and economic benefits, including supporting the operational resilience of UHCW, one of the region's most important employers. The statement highlights that the development will create both direct and indirect employment opportunities, including construction-related roles during delivery, and permanent positions for concierge, management, maintenance, cleaning, and security staff once operational. In functional terms, the scheme supports one of Coventry's largest employment generators, University Hospital Coventry and Warwickshire (UHCW), by providing essential, tenure-linked accommodation for its medical and support workforce. The Council are in agreement that whilst there would be loss of employment land the proposed scheme would offer other employment opportunities and have social and economic benefits in supporting UHCW.

Taking the above into account the principle of residential development in this established mixed-use area is considered acceptable. This is however subject to compliance with all

other relevant material planning considerations that are discussed in the succeeding sections of this report.

Impact on visual amenity

With regards to visual amenity and the impact upon the character of the area Policy DE1 of the Local Plan and DP3 of the NPPF 2026 would be relevant.

The proposed site is located on a corner plot on the junction of Farren Road and Bodmin Road so any development in this location would need to be dual frontage to ensure that both roads have active frontages to enhance the street scene. The proposed development goes one further by using a rotunda to create a focal corner feature that addresses the junction with adjoining blocks of development extending along Bodmin and Farren Road addressing the street scene with a well thought out design.

The rotunda creating the corner feature is at a maximum of 4 storeys and then the adjoining blocks of development dropping in height either side with mansard roofs from 3 storeys to 2.5 storeys would have a tiered approach that allows the scheme to integrate within the established urban grain and enhance the local built environment through new development and enhanced design. The tiered approach also changes in materials and articulation of the facades and helps break up the massing of the development

The rear block adjoining Snape Road also has a mansard roof form to reduce the height and glazing area, ensuring a softer and less imposing edge to the neighbouring residential context.

The materials to be used will match the existing residential properties with the use of brick facades and having rendered elements to reference bay window treatments seen along Farren Road and glazed links added to break down again the perceived mass. The rotunda also has rendered panels upon it to reflect the alternative materials seen within the street scene. The retention of the mature hedgerow which surrounds the site would provide the development with a softening effect and help it to blend into the street scene.

There has been opposition to the fact that this development would be out of character with the area. Although the style of the rotunda and mansard roofs are not typically characteristic of the street scene of Farren Road, which is characterised by two storey dwellings or Bodmin Road with commercial/industrial units, it is the transition corner location of this site which allows this development and this design to work and to bring a high-quality design in to enhance the character of the street scenes.

Taking into account the above it is considered that the proposed development would enhance and compliment the character and appearance of the street and would be a high-quality design in compliance with Policy DE1 of the Local Plan 2017 and Policy DP3 of the NPPF 2026.

Impact on residential amenity

Neighbouring Amenities

Policy DE1 of the adopted and emerging Local Plan seek to ensure that development proposals do not have a detrimental impact upon the amenity of neighbouring occupiers or indeed future occupiers of the site.

With regards to the impact upon neighbouring residential amenities the Residential Design Guide SPD is used to set standards to ensure the impact of developments is kept to a minimum. The guidance can be used when assessing the impact of the proposed development upon the neighbouring dwellings on both Farren Road and Snape Road to which the new development would front and interact with.

With regards to the main building which sits fronting Farren Road this will sit on the opposite side of the road to the Farren Road properties with a distance of 24m-25m separating the properties from the new development. This relationship would be normal for most streets with houses either side of the road that they are served by.

The design guide states it is important that people are able to enjoy a degree of privacy which makes them feel comfortable inside their dwellings and also able to enjoy their private outdoor spaces without feeling overlooked or overheard. The design guide states that a minimum distance of 20m is generally accepted for there to be no material loss of privacy between the rear of two storey buildings directly facing each other (i.e., a back-to-back relationship). Where residential development exceeds 2 storeys it would be expected that separation distances should increase and this will be assessed on a case by case basis, taking account for local context.

The main building does exceed 2 storeys; however, it also exceeds the minimum distance of 20 metres requirement. Taking this into account it is considered that there would not be a loss of privacy to warrant a refusal of this application.

The main building is situated side on to the neighbouring property no.2 Snape Road which is situated to the west of the development and with no side facing windows wouldn't impact upon the property in terms of privacy. However, one of the two satellite buildings situated to the rear of the site would front Snape Road, set in approximately 9 metres from the boundary. The 3-storey block would sit opposite no. 2 Snape Road which sits side on to the development site with the road itself providing the separation. The neighbouring property does have side facing habitable room windows which would look directly towards the new development block and does have its rear garden also side on and open to views. The distance between the new development block and neighbouring property is between 22 and 24 metres which again would exceed the 20-metre guidance stated in the SPD. Whilst the relationship between the two properties differs to that of Farren Road (front facing front) the separation distance would still provide a sufficient degree of privacy that, when also factoring the road dividing the sites, is on balance considered acceptable.

With regards to the impact of overbearing and loss of light to the neighbouring properties an External Daylight, Sunlight and Overshadowing Study was undertaken by the applicant and submitted with the application. The report has taken into account the amount of sunlight to habitable room windows of those neighbouring properties opposite on Farren Road and Snape Road and also the amount of light to the amenity area of 2no. Snape Road.

With regards to sunlight to windows Building Research Establishment (BRE) Guidance states that windows should continue to receive in excess of 80% of their pre-development value, or 25% of available hours over a year / 5% of hours in winter to be considered well-lit or if the window has a reduction in sunlight received over the whole year less than 4% of annual sunlight hours. The results show that all window receptors tested that are subject to the analysis meet the minimum criteria for sunlight hours both annually and in the winter months and therefore satisfy BRE Guidelines.

With regards to the neighbouring amenity area the report indicates that BRE guidance suggests for a neighbouring amenity area to appear sunlit throughout the year, the garden or amenity area should retain 80% of its former sunlight value on 21st March (21st March is in one of the equinox months and is the set day for testing overshadowing in accordance with the BRE criteria). The results provided in the report show that the amenity areas tested retain 98% of their former sunlight value and continue to achieve 2 hours of sunlight on March 21st for 50% or more of its area and therefore meets and is in excess of the Overshadowing criteria in accordance with BRE Guidelines.

When assessing the levels to which the development would be built at in relation to the properties on Farren Road and Snape Road the development would be lower by over a metre than those neighbouring residents, which would reduce any of the perceived impacts referenced above.

Taking into account the results of this report the proposed impact on loss of light and therefore the developments overbearing impact would not be to a level that would require refusal of the application and would be acceptable in terms of the amenities of neighbours.

Residential Amenity of Future Occupiers

In terms of the residential amenity of future occupiers which in turn would relate to the impact upon the neighbouring industrial uses and the potential impact upon them being able to continue to function and operate without being affected by the new development, a noise impact assessment has been submitted and revised during the course of this application to ensure that the noise levels within rooms and amenity space of the new development are at level that are acceptable. The proposed internal ambient noise criteria can be achieved with the proposed glazing however this would rely on windows remaining shut, albeit not fixed shut as they should be openable at the discretion of the occupiers. In order to ensure that windows don't need to be opened and ensure an acceptable residential environment can be achieved, mechanical ventilation would be required to be incorporated into the scheme as a mitigation measure and details of this would be requested via condition to ensure this is sufficient not only for the residents but also in terms of an impact on neighbouring residents.

The revision to the noise assessment came in the form of incorporating further mitigation measures to improve the ambience of the external amenity space being provided. BS8223 states that it is desirable that the external noise level for amenity spaces, such as gardens and patios, does not exceed 50dB LAeq,T with an upper guideline value of 55dB LAeq,T which would be acceptable in noisier environments. The assessment highlighted an absolute level which accounts for noise from all sources and is predicted to achieve the guideline values of 50 – 55 dB LAeq,T.

Due to the presence of multiple specific sources in multiple locations, in relation to the amenity space, two separate barriers of differing heights have been included to provide the required level of attenuation. One of the barriers sits against the boundary with the existing industrial unit and will stand 6 metres high against a blank elevation of the industrial unit and the other would be located between the car park and the amenity space and will stand at 2.4 metres high. This will protect the amenity space from the noise emanating from Bodmin Road through the car park and access point. Details of boundary treatment will be conditioned to ensure that the right appearance can be achieved as well as the right properties to provide the mitigation.

In terms of the amenities of future occupiers the Residential Design Guide SPD also provides guidance on outdoor private and communal amenity space standards, the nationally described space standard (NDSS), outlook and daylight & sunlight considerations etc. to ensure a high-quality residential environment is achieved.

For flats an attractive communal amenity space which serves all residents should be provided. The SPD sets out within Principle 27 criteria for outdoor communal amenity space in that it should be connected to the building; easily accessible to all residents; screened from public view; free of vehicles; located to receive sunlight for a substantial part of the day; and actively overlooked to provide surveillance and security.

It is considered that the proposed shared amenity space within the development achieves all of the above criteria. The main building banking the space connects it to the building whilst screening the area from public view to make it private, whilst the other two separate buildings help enclose it further from the other side. All the buildings face in towards the space so provide maximum natural surveillance from all sides. The orientation of the development to the space would also allow it to achieve substantial sunlight for part of the day. The acoustic fencing proposed to screen the amenity space from Bodmin Road would also help screen off the car park from view and help enclose the area further.

It is recognised that the proposal is for cluster flats rather than individual flats and the provision of private outdoor amenity space would not be expected for each cluster flat. However, it is pleasing to see that efforts have been made within the cluster apartments on the main building that face in towards the internal communal amenity space to provide small balconies for occupiers use and enjoy.

The Nationally Described Space Standard (NDSS) would not apply to cluster flats, however, emerging Local Plan policy advises: Proposals must provide evidence to show adaptability to other uses by being designed in such a way that it can be capable of being re-configured through internal alterations to meet NDSS standards to meet general housing needs in the future.

It has been identified in the design and access statement and planning statement that the building has been designed in a way that it could be easily adapted to provide larger units to comply with NDSS standards, which assessing the layout is evident that would be the case. However, given the car parking shortfalls for the site it is unlikely that market housing would be appropriate and this bespoke dedicated build to hospital staff should be retained as its purpose for the life of the build. To ensure that this build is restricted to the purpose of what it is being built for, a legal agreement will be entered into to ensure

that only hospital staff can take up residency. Suggested head of terms are further discussed below in this report.

The proposed development does offer varying sizes of rooms within the development with the larger percentage of rooms being the standard rooms. This would offer affordability to the scheme but also rooms of differing sizes take account of the wide range of staff at the hospital who may need the accommodation for different reasons or lengths of stays.

Taking into account the above it is considered that the proposed residential amenity for future occupiers would be acceptable, subject to the mitigation measures highlighted being installed and the proposal would therefore comply with Policy DE1 and H3 of the Local Plan and the guidance within the SPD and NPPF.

Highway considerations

Access

The existing vehicle access from Bodmin Road is to be relocated slightly south to serve the car park, with the old access closed off and footway reinstated. The Local Highway Authority (LHA) have considered the change to access location acceptable considering the number of vehicle movements expected from the development but highlighted that the driver and pedestrian visibility splays must be provided and maintained at the access. This can be conditioned to ensure this is the case.

The proposed parking layout for the development is acceptable in terms of manoeuvring space. Direct refuse servicing is not proposed, therefore internal tracking for a refuse vehicle is not required. The bin store is located a suitable distance from the highway to enable waste to be taken to the kerb side on collection days.

Parking and Trip Generation

In terms of the quantity of parking, 19 car spaces are proposed which include disabled, EV and car club spaces. It is acknowledged that the number of spaces provided for the development is a significant shortfall in provision with regards to the parking standards in Appendix 5 of the Coventry Connected SPD; however, the proposed use and location of the development has to be taken into account.

Bodmin Road features double yellow line parking restrictions along the entire length between the junctions with Farren Road to the north and Belgrave Road to the south. Farren Road to the north, Arch Road to the east, and Belgrave Road and Westmorland Road to the south are located within the F, WR and WW resident parking zones, respectively. Occupants of the proposed development will be ineligible to apply for residential parking permits due to the fact they are cluster apartments, but this would also be confirmed through the legal agreement; therefore, they will be unable to park on the surrounding roads.

A concern was held by the Local Highway Authority (LHA) based on a shortfall in parking spaces and lack of information on how the parking spaces will be allocated and managed. The applicant has since provided further information on this through the Travel Plan, and

15 parking spaces will be allocated to the executive bedrooms. The remaining 4 spaces will provide 2 car club spaces, 1 disabled space and 1 visitor space.

The site is located a short walk and cycling distance from the hospital, nearby facilities and public transport connections. Due to the surrounding parking restrictions and low incentive and opportunity to bring a private car to site, the LHA considers that the development would be unlikely to generate overflow parking onto the surrounding streets.

Cycle storage is proposed within the site to provide capacity to store 60 cycles. This meets the requirements of the cycle parking standards in Appendix 5 of the Coventry Local Plan.

In terms of trip generation, as mentioned above within relevant planning history, the application site had previous planning approval for a mixed B2 Industrial and B8 storage use, approved in 2022. The limited provision of on-site car parking combined with the proximity to the hospital and the nature of the accommodation being exclusively for hospital staff, would present a reduction in vehicle trip generation relative to the previous consent. This is demonstrated in the submitted Transport Statement, to which the LHA have reviewed and are satisfied that the proposed development would not result in any severe impacts to the surrounding network in terms of vehicle trips that warrant refusal of the application.

Travel Plan and Sustainable Travel Measures

Through the process of the planning application a Travel Plan was requested by the LHA upfront to be able to assess the effectiveness of any proposed targets and measures to mitigate against the shortfall in vehicle car parking and encourage alternative travel modes.

The travel plan that has been submitted has been analysed by the LHA and the Council's travel plan officer, who are satisfied that the proposed measures included will be sufficient to support and facilitate alternative travel modes to private car travel, combined with the location and specific use of the development.

Taking into account the specific use and proximity to the hospital and adjacent facilities, the LHA considers that combined with the Travel Plan the proposed site should not present any severe highways impacts in terms of parking and trip generation.

Flood Risk and Drainage

In this case the site lies wholly within Flood Zone 1 and is therefore deemed to be at the lowest risk of flooding; however, the original surface water drainage strategy submitted was requested by the Local Lead Flood Authority (LLFA) to be redesigned. This was deemed necessary to ensure that the required attenuation volume can be accommodated within the site boundary, noting the spatial constraints of the site layout and other offset distances from buildings and existing sewer lines crossing the site were accommodated.

Following this request a further flood risk and outline drainage strategy was submitted and reviewed by the LLFA. The surface water drainage strategy has been revised to omit the use of permeable paving for attenuation purposes. The attenuation tank has been

resized to accommodate this amendment as well as an increased offsite discharge rate of 3l/s, as requested by the LLFA.

On this basis the proposed strategy is deemed acceptable subject to further additional details that can be secured via pre commencement conditions which have been added.

Taking the above into account and the LLFA's comments it is considered that the proposed development, subject to conditions, would comply with Policy EM4 of the Local Plan 2017.

Contaminated land/ Air Quality

Coventry Local Plan Policies EM6 and EM7 are relevant in regard to contamination and air quality. As part of the submission a phase 1 site investigation desk top study was submitted which highlighted within its conclusion that intrusive investigation is warranted at the site. The Environmental Protection Officer at the Council has agreed with the findings and suggested that the standard contamination conditions which require the submission of a remediation strategy and verification report be added to any decision made.

The proposed development is located adjacent to an industrial unit which has an EA permit due to the processes undertaken in the factory. As part of the planning process the Environmental Protection Team along with the Council's Public Health Team and the Environment Agency themselves were consulted on the application to comment on the suitability of this residential use alongside the industrial building.

The Environment Agency (EA) when consulted have stated that when a new development is built near to an existing permitted facility this does not automatically trigger a review of the Environmental Permit and they will regulate this in line with their existing sanctions and policies. In other words the permit is in place and will not be affected by new development unless the company alters something themselves or doesn't adhere to the permit itself. The EA have also stated that planning authorities must satisfy themselves that in land use terms the proposed development is suitable for this location given the proximity to a regulated site/s.

The above advice was the main reason that Public Health were consulted as part of the application. The response received from Public Health highlighted that the neighbouring business (permit holder) will continue to take all appropriate measures to prevent or control pollution, in accordance with the relevant sector guidance and industry best practice. The current environmental permit takes into account that there are residential receptors on Snape Road and Farren Road. The mitigations within this permit consider the needs of these residents.

Public Health have stated that the addition of more housing, and the location of these properties, does therefore not require any further mitigations in relation to public health. Whilst the new units are closer than the existing properties, this is not significant enough to warrant concern.

Taking into account the above it is considered that the proposed development would be compliant with Policies EM6 and EM7 of the Local Plan 2017.

Ecology and Trees

Policy GE3 of the adopted Local Plan requires development proposals to provide a net gain of biodiversity where required, the Environment Act 2021 identifies developments where biodiversity net gain is required and also sets out the exemptions which are elaborated upon within the Planning Practice.

The BNG report shows that the baseline habitat survey identified the site as being predominantly comprised of open mosaic habitat on previously developed land, together with boundary hedgerows and individual trees. Open mosaic habitat is recognised within the Warwickshire, Coventry and Solihull Local Biodiversity Action Plan as a priority habitat.

Due to the nature of the development, a large portion of this habitat is scheduled to be lost, however, significant planting and landscaping has been provided such as; modified grassland (0.1016ha), other neutral grassland (0.0547ha), vegetated gardens (0.0345ha), 55 new urban trees, and new native and species-rich hedgerows. These habitats would be appropriate for the area and offer high levels of biodiversity. Alongside this there is the retention of the existing mature hedgerows on the northern and western borders.

The report confirms that no irreplaceable habitats or watercourses are present on site. However, there are sections of Hedgerow that are scheduled to be removed, but the plans that have been submitted show that this will be replaced on site.

The proposals include habitat creation in the form of grassland, gardens, tree planting and new hedgerows. However, these measures alone do not offset the biodiversity losses occurring on site and result in a deficit of 5.83 habitat units and 0.20 hedgerow units so therefore does not meet statutory legislation. The units required to be offset can be done via the purchase of environmental credits and the national biodiversity net plan condition has been added to achieve this.

No hedgerow units will be required to be offset, as stated above it is considered more appropriate for the landscaping to be amended to include this on site where appropriate, for example surrounding any fences, car parking or amenity spaces. Linear features such as hedgerows are considered priority habitat in the Local Nature Recovery Strategy, whilst this is not a statutory document it is taken into consideration when reviewing applications. In this case further hedgerow habitats should be created on site, however this can be achieved through a condition.

The Preliminary Ecological Appraisal report states that further survey work is required for both badgers and reptiles, these have been placed as conditions. These surveys will ensure that no species are harmed during the work. Plans may be required to be altered depending on the results of these surveys.

Taking into account the above conditions have been appended to the decision securing details of a landscaping both hard and soft, a biodiversity net gain plan, external lighting and a Landscape and Ecological Management Plan.

With regards trees/hedges within the site, as set out within the site description the site does benefit from a mature hedgerow that surrounds the site. The majority of this hedgerow will be retained and an Arboricultural Method Statement will be requested prior to commencement of works to ensure that measures are taken to retain it during construction.

Taking into account the above it is considered that the proposed development would be in accordance with Policy GE3 and GE4 of the Local Plan.

Other considerations

Through the process of this application further details have been provided to ensure that in regard to fire fighting the proposed development would be compliant with what would be expected at building regulations stage when it comes to fire access. The scheme has been altered to provide access into the site from varying locations to enable access to dry risers located within each section of the development. West Midlands Fire Service are satisfied following the submission of the details that the development would be acceptable in principle from a fire access point of view and that further scrutiny would be undertaken at the building regulations stage.

The designing out crime officer was consulted on the application who highlighted certain aspects of security he would like to see within the development if it were approved from CCTV, lighting, secure boundary treatment and potential electric gates to the vehicle access. Whilst the legal agreement will help restrict the use of the development to hospital staff only and agree a vetting process for this, a condition can be added to a decision to ensure that a management plan for site security is submitted to and agreed in consultation with the designing out crime officer to ensure that the development delivers safety to the occupiers within.

In terms of sustainability of the building it has been stated the development follows a fabric-first approach to energy efficiency and environmentally friendly initiatives such as low energy lighting and a well-insulated fabric are to be incorporated to meet and, where possible, exceed current building regulation standards. There is a commitment to undertake a full energy assessment during the technical phase of the project. Energy efficient heating systems will also be incorporated with the emphasis on ground source or air source heat pumps supported by the potential of PV panels. As this detail is not yet known a sustainable building statement would be requested via condition to ensure that the type of renewables to be incorporated are agreed including their appearance and positioning.

Legal Agreement

As highlighted in this report the applicant will enter into a legal agreement which will ensure that this development is strictly dedicated to hospital staff.

The legal agreement will also cover the following:

- u) The Process in which the accommodation is advertised,
- v) How the occupier's employment status and place of work is vetted before taking residency.

- w) The maximum length of stay to which occupiers can reside at the property.
 - x) Restrictions to car ownership
 - y) Travel Plan Monitoring – Contribution Fee required.
- The developer has agreed to enter into this agreement.

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 and will not result in any significant impact upon neighbour amenity, highway safety, ecology or infrastructure, subject to relevant conditions, obligations and contributions. The reason for Coventry City Council granting planning permission is because the development is in accordance with: Policies DS1, DS3, DS4, JE3, H1, H3, H4, H6, H9, GE1, GE2, GE3, GE4, DE1, AC1, AC2, AC3, AC4, EM1, EM2, EM3, EM4, EM5, EM6, EM7 and IM1 of the Coventry Local Plan 2017 and the emerging Local Plan Policies identified together with the aims of the NPPF.

POLICY APPENDIX

National Planning Policy Framework (NPPF) August 2026.
Coventry Local Plan 2017 & Emerging Local Policy
Supplementary Planning Guidance/ Documents (SPG/ SPD):

The National Planning Policy Framework (NPPF) August 2026 sets out the Government's planning policies for England and provides the framework for both plan-making and decision-making on planning applications. Its overarching objective is to achieve sustainable development through a genuinely plan-led system, supporting the delivery of homes, jobs, infrastructure and investment while protecting and enhancing the natural, built and historic environment. The Framework seeks to promote economic growth, create healthy and well-designed places, increase housing delivery, address climate change, improve accessibility and sustainable transport choices, support nature

recovery, and ensure that development is directed to sustainable locations where it can contribute positively to communities and the long-term public interest.

Principle of development

NPPF Policy S3: Presumption in Favour of Sustainable Development states that decisions on development proposals should apply a presumption in favour of sustainable development. Development proposals that accord with both an up-to-date development plan and the national decision-making policies in the NPPF should be approved without delay. Within settlements, Policy S4 applies and development should be approved unless the benefits are substantially outweighed by adverse effects when assessed against the NPPF. Outside settlements, Policy S5 should be applied, and only certain forms of development should be approved unless the benefits are substantially outweighed by adverse effects when assessed against the NPPF. Where development falls partly within and partly outside a settlement, policies S4 and S5 should be applied to the relevant parts as appropriate.

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 9 of Annex D of the NPPF 2026).

Based on the provisions of the NPPF 2026 the Council is able to demonstrate a 5- year housing land supply.

Coventry Local Plan Policy H3 sets out that new dwellings must provide for a high-quality residential environment with sufficient access and amenity space. Development proposals should also be located conveniently for amenities including; medical services, city/district centre, school, recreational facilities, a bus stop and green space. In this instance the application site lies within an established residential area which is well served by established local facilities.

Impact on visual amenity

NPPF Policy DP3: Key Principles for Well-Designed Places states that development proposals should respond to their context and integrate with and enhance their surroundings. Development proposals should create well-designed places by reflecting relevant aspects of the principles relating to liveability, climate, nature, movement, built form, public space and identity. Development proposals that conflict with these principles or relevant design standards without clear justification should be refused and substantial weight should be given to compliance with relevant development plan policies when assessing the design of proposals.

Coventry Local Plan 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.

Coventry Local Plan Policy H4 of the Local Plan requires proposals for residential development to include a mix of market housing which contributes towards a balance of house types and sizes across the city.

Impact on residential amenity

(HIMOs) Coventry Local Plan Policy H11 of the Local Plan states that the development of purpose built HIMOs or the conversion of existing homes or non-residential properties to large HIMOs will not be permitted in areas where the proposals would materially harm:

- a. The amenities of occupiers of nearby properties (including the provision of suitable parking provisions;
- b. The appearance or character of an area; and
- c. Local services.

(Purpose built student accommodation...) Coventry Local Plan Policy H10 of the Local Plan states that purpose-built student accommodation and conversions of residential and non-residential properties to student accommodation will be encouraged where:

- a. It is directly accessible from the universities,
- b. Such development can play a part in the regeneration of the immediate neighbourhoods without disadvantage to local services,
- c. It will not materially harm the amenities of occupiers of nearby properties and
- d. It will reflect and support or enhance the appearance and character of the area.

Policy H10 further indicates that, to support the intended use of the proposals the specified tenure will be secured through a Section 106 agreement. This reflects the fact that should the properties be occupied by other aspects of the city's population then it would be required to contribute to affordable housing and potentially other Section 106 or CIL contributions.

Highway considerations

NPPF Policy TR3: Locating Development in Sustainable Locations seeks to ensure that development is located in sustainable locations that support sustainable patterns of movement, reduce the need to travel by private car and provide genuine transport choices. Development proposals should make effective use of existing and proposed transport infrastructure, promote walking, wheeling, cycling and public transport, and mitigate any significant adverse impacts on the transport network or highway safety.

NPPF Policy TR4: Street Design, Access and Parking requires transport considerations to be integral to the design of development. Proposals should prioritise walking, wheeling and cycling, facilitate access to high quality public transport, and create safe, inclusive and accessible environments for all users. Development should provide appropriate parking and servicing arrangements, support sustainable travel choices, and ensure that transport infrastructure contributes positively to the quality and functionality of places.

Coventry Local Plan 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.

Coventry Local Plan 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.

Parking provision should accord with the maximum standard expressed in Appendix 5 unless it has been clearly demonstrated that the site is in a highly accessible location where transport, by means other than the private car is a realistic alternative. In that respect lower levels of provision may be considered acceptable where the site is in close proximity to the City Centre, a train station, a high-quality rapid transport route or other public transport interchange and where there is a package of measures (proportionate to the scale of development) to enable sustainable means of transport. Any variation from the maximum standard must be fully justified by proportionate evidence.

Flood Risk

NPPF Policies F4-F8 seek to ensure that development is directed away from areas at risk of flooding, is safe for its lifetime, and does not increase flood risk elsewhere. Development proposals should be supported by appropriate flood risk information where necessary, apply the sequential approach to site selection, incorporate suitable mitigation measures, and provide sustainable drainage systems to manage surface water runoff and minimise flood risk.

Coventry Local Plan Policy EM4 states that all major developments must be assessed in respect of the level of flood risk from all sources. If development in areas at risk of flooding is the only option following the application of the sequential test, it will only be permitted where the criteria set out in Policy EM4 are met.

Air quality

NPPF Policy P3: Living Conditions and Pollution seeks to ensure that development is appropriate for its location having regard to the effects of pollution on health, living conditions and the natural environment. Development proposals should provide healthy living conditions for future occupiers, avoid unacceptable impacts from air, noise, light, water and other forms of pollution, and take opportunities to reduce existing environmental impacts where possible. Development should sustain and contribute to compliance with air quality objectives and take account of Air Quality Management Areas and Air Quality Action Plans.

Coventry Local Plan Policy EM7 states that major development schemes should promote a shift to the use of sustainable low emission transport to minimise the impact of vehicle emissions on air quality.

Contaminated land

Coventry Local Plan Policy EM6 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 waste water by whatever means.

Ecology

NPPF Policy N2: Improving the Natural Environment seeks to conserve and enhance the natural environment and support nature recovery. Development proposals should take opportunities to protect and enhance biodiversity, habitats, ecological networks and landscape features, whilst ensuring that any adverse impacts on biodiversity are avoided, adequately mitigated or, where necessary, compensated for. Development that would result in significant harm to biodiversity should be refused where that harm cannot be appropriately addressed.

Coventry Local Plan Policy GE3 states that Sites of Specific Scientific Interest (SSSIs), Local Nature Reserves (LNRs), Ancient Woodlands, Local Wildlife and Geological Sites will be protected and enhanced.

Developer Contributions

NPPF Policy DM6: Use of Planning Conditions and Obligations advises that planning obligations should only be used where it is not possible to make a development acceptable through planning conditions alone. Any planning obligations secured through a Section 106 Agreement should be necessary to address the impacts of the development and make it acceptable in planning terms. The policy also promotes the proportionate use of conditions and obligations to facilitate timely and effective delivery of development.

Coventry Local Plan Policy IM1 'Developer Contributions for Infrastructure' 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.

CONDITIONS/REASONS

1.	The development hereby permitted shall begin not later than 3 years from the date of this decision.
Reason	<i>To conform with Section 91 of the Town and Country Planning Act 1990 (as amended)</i>
2.	The development hereby permitted shall be carried out in accordance with the following approved plans: • Drawing No. 1413-01A - Site Location Plan • Drawing No. 1413-02A - Existing Site Plan • Drawing No. 1413-04E - Proposed Site Plan • Drawing No. 1413-05E - Proposed Ground Floor Plan • Drawing No. 1413-06D - Proposed First Floor Plan • Drawing No. 1413-07E - Proposed Second Floor Plan

	• Drawing No. 1413-08C - Proposed Third Floor Plan • Drawing No. 1413-10C - Proposed Elevations • Drawing No. 1413-11C - Proposed Elevations • Drawing No. 1413-12C - Proposed Elevations • Drawing No. 1413-18A - Street Scene Elevations • Drawing No. 1413-19A - Proposed Sections • Drawing No. 1413-20 - Proposed Sections • Document Ref: 23085-1-R1 dated 6th March 2026 - Noise Impact Assessment • Document Ref 27366-02c - Travel Plan • Preliminary Ecological Appraisal Report
Reason	<i>For the avoidance of doubt and in the interests of proper planning</i>
3.	Prior to their incorporation into the development hereby permitted, sample details of all facing and roofing materials shall be submitted to and approved in writing by the Local Planning Authority. These details shall be installed only in full 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	<i>To ensure that the proposed development has a satisfactory external appearance in the interests of the visual amenities of the area in accordance with Policy DE1 of the Coventry Local Plan 2017 and the emerging Local Plan.</i>
4.	Notwithstanding the details submitted and prior to the first occupation of the development hereby permitted, details of both hard and soft landscaping works shall be submitted to and approved in writing by the Local Planning Authority. Details of hard landscaping works shall include boundary treatment, including full details of the proposed boundary walls, railings and gates to be erected, specifying the type of bricks and colour of the railings and gates; footpaths; and hard surfacing (which shall be made of porous materials or provision shall be made to direct run-off water from the hard surface to a permeable or porous area). The hard landscaping works shall be completed in strict accordance with the approved details within three months of the first occupation of the development hereby permitted; and all planting shall be carried out in accordance with the approved details within the first planting and seeding seasons following the first occupation. Any tree(s) or shrub(s) which within a period of five years from the completion of the development dies, is removed or becomes; in the opinion of the Local Planning Authority; seriously damaged, defective or diseased shall be replaced in the next planting season with another of similar size and species. All hedging, tree(s) and shrub(s) shall be planted in accordance with British Standard BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations and BS4428 - Code of Practice for General Landscape Operations.

Reason	<i>To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policies GE1 and DE1 of the Coventry Local Plan 2017 and the emerging Local Plan.</i>
5.	No development or other operations (including any demolition, site clearance or other preparatory works) shall commence unless and until a detailed Arboricultural Method Statement has been submitted to and approved in writing by the Local Planning Authority. This shall include details of; the methodology for carrying out a hand dug exploratory trench/pit within the Root Protection Area without causing damage to those roots greater than 25mm diameter, contingency should roots be discovered within trench/pit, design of foundations to respect a 200-300mm air void located between the existing ground level and lower surface level of suspended foundation floor, and full tree protection details. The development shall only be carried out in strict accordance with the approved details.
Reason	<i>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 2017 and the emerging Local Plan.</i>
6.	Prior to their incorporation into the development hereby permitted, a scheme to meet 'Secured by Design' which includes: CCTV, vandal proof lighting and access control systems, shall be submitted to and approved in writing by the Local Planning Authority. These measures shall be installed in full 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	<i>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 2017 and the emerging Local Plan.</i>
7.	No development shall commence unless and until a Sustainable Building Statement 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	<i>To comply with the provisions of the NPPF and in accordance with Policy EM2 of the Coventry Local Plan 2017 and the emerging Local Plan.</i>

8.	No development (including any demolition or preparatory works) shall commence unless and until a walkover badger survey has been undertaken by a qualified ecologist to ensure that there have been no setts created within the application site since the date of the badger survey provided in support of the application. The results of this survey work together with the scope and timing of any necessary mitigation measures shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any works. The mitigation measures shall be undertaken in full accordance with the approved details and timetable of works and once undertaken shall not be removed or altered in any way.
Reason	<i>To ensure that protected species are not harmed by the development in accordance with Policy GE3 of the Coventry Local Plan 2017, the emerging Local Plan and the advice contained within the NPPF.</i>
9.	No development (including any demolition or preparatory works), shall commence unless and until a qualified ecologist has conducted a hand search for reptiles within the application site in accordance with details that shall be submitted to and approved in writing by the Local Planning Authority. The site will be cleared from the centre outwards in order to allow reptiles to escape into surrounding habitats and once the site clearance has been completed, the site shall be enclosed with a suitable reptile proof barrier, the details of which shall have been submitted to and approved in writing by the Local Planning Authority; and such barrier shall remain in place during the development. The ecologist shall remain present on the site during the search and clearance works and should any reptiles be discovered, they shall be carefully removed from the development site and relocated to an appropriate receptor site. If the hand search is undertaken during the reptiles active seasons (from April to October -where daytime temperatures are between 8 degrees centigrade and 18 degree centigrade with no significant rain fall or strong winds) reptiles should be moved to a suitable habitat within the locality and away from the development site. If the hand search is to be undertaken outside of the reptiles active seasons a purpose built hibernacula should be constructed prior to the search. Any potential hibernacula should be hand searched and carefully removed and any reptiles found moved immediately to the purpose built hibernacula. The positioning and details of the hibernacula shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the hand search.
Reason	<i>To ensure that protected species are not harmed by the development in accordance with Policy GE3 of the Coventry Local Plan 2017, the emerging Local Plan and the advice contained within the NPPF.</i>
10.	Prior to the first occupation of the development hereby permitted, details of general ecological habitat enhancement measures and hedgehog mitigation measures shall be submitted to and approved in writing by the Local Planning Authority. Such measures shall include; retention and management of boundary vegetation, and hedgehog friendly boundary fencing and gates.

	The habitat enhancement measures shall be undertaken 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	<i>To ensure that protected species are not harmed by the development in accordance with Policy GE3 of the Coventry Local Plan 2017, the emerging Local Plan and the advice contained within the NPPF.</i>
11.	Prior to the first occupation of the development hereby permitted details of a minimum of 2 bird and bat boxes per cluster shall be submitted to and approved in writing by the Local Planning Authority. Alongside this a minimum of 2 hibernacula features are to be implemented in appropriate locations. The bird and bat boxes and hibernacula features 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	<i>To ensure that protected species are not harmed by the development in accordance with Policy GE3 of the Coventry Local Plan 2017, the emerging Local Plan and the advice contained within the NPPF.</i>
12.	No development (including any demolition or preparatory works) shall commence unless and until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include the following: (a) a risk assessment of potentially damaging construction activities;(b) identification of biodiversity protection zones (e.g. buffers to trees and hedges or to protected wildlife habitat); (c) practical measures (both physical measures and sensitive working practices, such as protective fencing,exclusion barriers and warning signs) to avoid or reduce impacts during construction (particularly in relation to works within canopy and root protection areas for hedgerows or protected trees); (d) the location and timing of sensitive works to avoid harm to biodiversity features (in relation to breeding birds in particular); (e) the times during construction when specialist ecologists need to be present on site to oversee works (as required); (f) responsible persons and lines of communication; and (g) the role and responsibilities on site of an Ecological Clerk of Works (ECoW) or similarly competent person (as necessary). The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.
Reason	<i>In order to safeguard protected and/or priority species from undue disturbance and impacts,noting that initial preparatory works could have unacceptable impacts; and in order to secure an overall biodiversity gain in accordance with Policy GE3 of the Coventry Local Plan 2017 and the emerging Local Plan.</i>
13.	Prior to the first occupation of the development hereby permitted a Landscape and Ecological Management Plan (LEMP) shall be submitted to

	and approved in writing by the Local Planning Authority. The content of the LEMP 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 LEMP 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	<i>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 2017 and the emerging Local Plan.</i>
14.	No development (including any demolition or preparatory works) shall commence unless and until a scheme ('the offsetting scheme') for the offsetting of biodiversity impacts at the site has been submitted to and approved in writing by the Local Planning Authority. The offsetting scheme shall include: a) a methodology for the identification of receptor site(s); b) the identification of receptor site(s); c) details of the offset requirements of the development (in accordance with the recognised offsetting metrics standard outlines in the Defra Metrics Guidance dated March 2012, or any document that may update or supersede that guidance). d) the provision of arrangements to secure the delivery of the offsetting measures (including a timetable for their delivery); and e) a management and monitoring plan (to include for the provision and maintenance of the offsetting measures in perpetuity). 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.
Reason	<i>In order to safeguard and enhance habitat and secure an overall biodiversity gain in accordance with Policy GE3 of the Coventry Local Plan 2017 and the emerging Local Plan.</i>
15.	None of the dwellings hereby permitted shall be occupied unless and until the communal car parking spaces to be provided have been completed and marked out in full accordance with the approved drawings and made available for use by the occupants and / or visitors to the dwellings and thereafter those spaces shall be retained for parking purposes at all times and shall not be removed or altered in any way.

Reason	<i>To ensure the satisfactory provision of off-street vehicle parking facilities in accordance with the Council's standards and in the interests of highway safety and the satisfactory development of the site in accordance with Policies AC1, AC2 and AC3 of the Coventry Local Plan 2017 and the emerging Local Plan.</i>
16.	No development (including any demolition) shall take place unless and until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority. The CMP shall include details of: - hours of work; - hours of deliveries to the site; - the parking of vehicles of site operatives and visitors during the demolition/construction phase; - the delivery access point; - the loading and unloading of plant and materials; - anticipated size and frequency of vehicles moving to/from the site; - the storage of plant and materials used in constructing the development; - the erection and maintenance of a security hoarding including decorative displays and facilities for public viewing where appropriate; - wheel washing facilities and other measures to ensure that any vehicle, plant or equipment leaving the application site does not carry mud or deposit other materials onto the public highway; - measures to control the emission of dust and dirt during demolition and construction; - measures to control the presence of asbestos; - measures to minimise noise disturbance to neighbouring properties during demolition and construction; - details of any piling together with details of how any associated vibration will be monitored and controlled; and - a scheme for recycling / disposing of waste resulting from demolition and construction works. Thereafter, the approved details within the CMP shall be strictly adhered to throughout the construction period and shall not be amended in any way.
Reason	<i>The agreement of a Construction Management Plan prior to the commencement of development is fundamental to ensure a satisfactory level of environmental protection; to minimise disturbance to local residents and in the interests of highway safety during the construction process in accordance with Policies [EM7], AC1 and AC2 of the Coventry Local Plan 2017 and the emerging Local Plan.</i>
17.	An investigation and risk assessment (in addition to any assessment provided with the planning application), 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	<i>To safeguard health, safety and the environment in accordance with Policy EM6 of the Coventry Local Plan 2017, the emerging Local Plan and the aims and objectives of the NPPF</i>
18.	The development 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	<i>To safeguard health, safety and the environment in accordance with Policy EM6 of the Coventry Local Plan 2017, the emerging Local Plan and the aims and objectives of the NPPF</i>
19.	The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development 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	<i>To safeguard health, safety and the environment in accordance with Policy EM6 of the Coventry Local Plan 2017, the emerging Local Plan and the aims and objectives of the NPPF</i>
20.	Prior to occupation of the development hereby permitted and following completion of the measures identified within the remediation scheme approved under condition No. 18 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	<i>To safeguard health, safety and the environment in accordance with Policy EM6 of the Coventry Local Plan 2017, the emerging Local Plan and the aims and objectives of the NPPF</i>
21.	In the event that contamination is found at any time when carrying out the approved development, 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 17, and where remediation is necessary a remediation scheme

	must be prepared in accordance with the requirements of condition 18, 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 20.
Reason	<i>To safeguard health, safety and the environment in accordance with Policy EM6 of the Coventry Local Plan 2017, the emerging Local Plan and the aims and objectives of the NPPF</i>
22.	Prior to occupation of the development details of the footway crossing for vehicular access shall be submitted to and approved in writing by the Local Planning Authority. Then prior to occupation the footway crossover shall be implemented, retained therein after and kept available for this use at all times
Reason	<i>In the interest of highway and pedestrian safety and ensure the free flow of traffic using the adjoining Highway in accordance with policy AC2 of the Local Plan 2017</i>
23.	No structures including vegetation shall be placed within the 2m x 2m pedestrian visibility splay and then be retained thereafter and kept free from all obstructions exceeding 600mm
Reason	<i>In the interests of highway and pedestrian safety and to ensure the safe and free flow of traffic using the adjoining highway. in accordance with policy AC2 of the Local Plan 2017.</i>
24.	Before the development hereby authorised is occupied all redundant existing vehicular crossings shall be permanently closed and the footway reinstated in accordance with full engineering details submitted to and approved in writing by the Local Planning Authority
Reason	<i>To ensure the safe and free flow of traffic using the adjoining highway in accordance with policy AC2 of the Local Plan 2017</i>
25.	Prior to the commencement of the development hereby permitted, the following drainage details shall be submitted to and approved in writing by the Local Planning Authority:- Submission of detailed drainage design/construction plans for a scheme for the provision of surface water drainage incorporating SuDS attenuation (attenuation tanks and rain gardens) and rainwater harvesting techniques to manage peak and total surface water flows.- CCTV survey results determining the existing site drainage regime including the point of discharge.- Submission of revised surface water drainage calculations informed by FEH-22 rainfall data, whereby drainage catchments are provided at 100% runoff and the MADD factor is set to zero.- Evidence of permission (S106 agreement) from Severn

	Trent Water for the proposed surface and foul water drainage connections.- Submission of site-specific cross-sectional plans of all surface water attenuation features (attenuation tank/s and rain gardens), including confirmation of the associated top water levels within these during the design storm event.- Submission of a site-specific cross-sectional plan of the proposed hydrobrake chamber to demonstrate the inclusion of an appropriately designed overflow to manage storm events exceeding the 1 in 100yr + 40% CC event.- An appropriately scaled intrusive ground investigation report must be provided to establish the depth and type of strata, including percolation results in accordance with BRE 365 and the presence and risk associated with migrant contaminants. Provide evidence of existing groundwater levels and seasonal variation, in order to inform the drainage design.- Submission of a proposed external site levels plan; this should not include any significant ground reprofiling works which have not otherwise been clearly disclosed as part of the full planning permission application.- Confirmation of the proposed finished floor slab levels, noting that these must be raised a minimum of 150mm above adjacent ground levels- A detailed strategy must be provided for the long-term maintenance of the SuDS and other surface water drainage systems on site.'
Reason	<i>To ensure that adequate drainage facilities are available for the satisfactory and proper development of the site in accordance with Policy EM4 & EM5 of the Coventry Local Plan 2017 and the emerging Local Plan.</i>
26.	The development hereby approved shall be built in accordance with the approved noise assessment and the mitigations measures highlighted within shall be implemented prior to first occupation of the development and thereafter shall not be removed or altered in any way.
Reason	<i>To protect the amenities of future occupiers in accordance with Policy H3 of the Coventry Local Plan 2017 and the emerging Local Plan</i>
27.	Prior to the commencement of construction, details of a mechanical ventilation system shall be submitted and approved in writing by the local planning authority. Thereafter the approved details shall be incorporated into the development prior to occupation.
Reason	<i>To ensure a satisfactory residential environment, in accordance with Policy H3 of the Coventry Local Plan 2017</i>
28.	The development hereby permitted shall only proceed in strict accordance with a scheme for targeting and utilising local people for construction and employment, which shall be submitted to an approved in writing by the Local Planning Authority.
Reason	<i>To secure local employment in accordance with the City Council jobs strategy and Policy JE7 of the Coventry Local Plan 2017 and the emerging</i>

	<i>Local Plan.</i>
29.	Prior to the occupation of development details of the appearance of the acoustic barrier along with a management plan of it shall be submitted to and agreed in writing by the Local Planning Authority. The approved management plan shall be adhered to at all times. The management plan shall include the following details: - The party responsible for its future maintenance, - An inspection schedule. - A management plan to address defaults and damage
Reason	<i>To safeguard the amenities of the future occupiers of the development in accordance with Policy DE1 of the Coventry Local Plan 2016</i>