

**Time and Date**

2.00 pm on Thursday, 15th February, 2018

Place

Committee Room 3 - Council House

Public Business**1. Apologies for Absence****2. Declarations of Interest****3. Exclusion of Press and Public**

To consider whether to exclude the press and public for items of private business for the reasons shown in the report

4. Members Declarations of Contact on Planning Applications

Members are reminded that contacts about any planning applications on this agenda must, unless reported to this meeting by the Head of Planning, be declared before the application is considered.

5. Minutes of Meeting held on 18 January 2018 (Pages 3 - 6)**6. Late Representations (Pages 7 - 16)**

To be circulated at the meeting.

7. Outstanding Issues

There are no outstanding issues.

8. Application OUT 2016 1874 - Land to the west of Cromwell Lane (Pages 17 - 40)

Report of the Head of Planning and Regulation

9. Application OUT 2017 2879 - Land north of 2 Union Place (Pages 41 - 54)

Report of the Head of Planning and Regulation

10. Application FUL 2017 2239 - The Old Dairy Crest Site Harper Road (Pages 55 - 94)

Report of the Head of Planning and Regulation

11. **Any other items of public business which the Chair decides to take as matters of urgency because of the special circumstances involved**

Private Business

12. **Enforcement Report** (Pages 95 - 128)

Report of the Director of Finance and Corporate Services and Head of Planning and Regulation

13. **Any other items of private business the which Chair decides to take as matters of urgency because of the special circumstances involved**

14. **Making of an Immediate Article 4(1) Direction on The Albany public house, Albany Road** (Pages 129 - 136)

Martin Yardley, Deputy Chief Executive (Place), Council House Coventry

Wednesday, 7 February 2018

Note: The person to contact about the agenda and documents for this meeting is Carolyn Sinclair

Membership: Councillors N Akhtar, P Akhtar, R Auluck, R Bailey, S Bains, G Crookes, J McNicholas, C Miks, K Mulhall (Deputy Chair), P Seaman (Chair) and D Skinner

By invitation Councillors L Bigham

Please note: a hearing loop is available in the committee rooms

If you require a British Sign Language interpreter for this meeting
OR if you would like this information in another format or
language please contact us.

Carolyn Sinclair

Coventry City Council
Minutes of the Meeting of Planning Committee held at 2.00 pm on Thursday, 18
January 2018

Present:

Members: Councillor P Seaman (Chair)
Councillor N Akhtar
Councillor P Akhtar
Councillor R Auluck
Councillor R Bailey
Councillor S Bains
Councillor L Bigham
Councillor G Crookes
Councillor K Mulhall
Councillor D Skinner

Other Members: Councillor Blundell

Employees (by Directorate):

Place: L Albrighton, O Aremu, C Horton, C Sinclair, C Whitehouse

Apologies: Councillor J McNicholas and C Miks

Public Business

92. **Declarations of Interest**

There were no declarations of interest.

93. **Members Declarations of Contact on Planning Applications**

The Members named declared contact on the following applications as indicated:

Application No.	Councillor	From
HH/2017/2360 – 8 Fletchamstead Highway	Councillor Crookes	Objectors
FUL/2017/2349 – Coombe Abbey Pub, 41 Craven Street	Councillor Bailey	Objectors

94. **Minutes of the Meeting held on 14 December 2017**

The minutes of the meeting held on 14 December 2017 were signed as a true record.

95. **Late Representations**

The Committee noted a tabled report which summarised late representations and responses on the following:

Application No.	Site	Minute No.
HH/2017/2360	9 Fletchamstead Highway	97
FUL/2017/2349	Coombe Abbey Pub, 41 Craven Street	98

96. **Outstanding Issues**

There were no outstanding issues.

97. **Application HH/2017/2360 - 9 Fletchamstead Highway**

The Committee considered a report of the Head of Planning and Regulation detailing the above application for retention of first floor rear extension with juliet balcony and first floor side extension. The application was recommended for approval.

Councillor Blundell, a Wainbody Ward Councillor, attended the meeting and spoke in respect of his objection to the application. The applicant also attended the meeting and spoke in support of the application.

RESOLVED that planning permission be granted in respect of Application HH/2017/2360 subject to conditions.

98. **Application FUL/2017/2349 - Coombe Abbey Pub, 41 Craven Street**

The Committee considered a report of the Head of Planning and Regulation detailing the above application for the extension and conversion to 14 bed house in multiple occupation. The application was recommended for approval.

The Late Representation document indicated that, prior to occupation of the accommodation, a waste management plan was required to be submitted and approved in writing by the local planning authority.

Two registered speakers attended the meeting and spoke in respect of their objections to the application. The applicant's representative also attended the meeting and spoke in support of the application.

RESOLVED that planning permission be granted in respect of Application FUL/2017/2349 subject to conditions.

99. **Application AD/2017/2803 - 84 Dawlish Drive**

The Committee considered a report of the Head of Planning and Regulation detailing the above application for non-material amendment (changing colour of extraction flue) to permission FUL/2015/3518 for shopfront and extraction flue housing. The application was recommended for approval.

RESOLVED that a non material amendment be granted in respect of Application AD/2017/2803 subject to conditions.

100. **Planning Application Fees**

The Committee noted a report of the Head of Planning and Regulation which provided an update on government planning fee increases. A report on this would also be presented to the Cabinet Member for information.

Planning application fees were set nationally and the Government last increased the fees in 2012.

Following the issue of White Paper: 'Fixing our broken housing market' the council received a letter from the Department for Communities and Local Government (DCLG) in February 2017 offering to increase fees by 20%. The letter requested a response from the council to confirm by the 14th March 2017 that it will invest the additional income in the planning service for the life of the current parliament.

The increase was the Government response to developers consistently telling them of the lack of capacity and capability in planning departments which was restricting their ability to get on site and build. Alongside funding, local authorities were reporting to them the difficulties in recruiting and retaining planners and others with specialist skills.

The Council responded to the consultation within the specified time and confirmed the investment.

Regulations to introduce the 20% increase in planning fees were made on 20 December 2017, which meant that local planning authorities would be able to start applying the fee increase from 17th January 2018.

101. **Any other items of public business which the Chair decides to take as matters of urgency because of the special circumstances involved**

There were no other items of business.

(Meeting closed at 3.30 pm)

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Late Representations Planning Committee 15 February 2018

Item No. 8	<p>Application No. - OUT/2016/1874</p> <p>Description of Development - Outline application for the erection of up to 240 residential dwellings (class C3) and associated open space and accesses, with all matters reserved except access</p> <p>Site Address - Land to the west of Cromwell Lane</p> <p>Recommendation The Section 106 legal agreement will not be completed in advance of the Committee and the recommendation is therefore updated to read:</p> <p>Planning Committee are recommended to delegate authority to the Head of Planning and Regulation to grant planning permission subject to conditions and subject to the completion of a satisfactory Section 106 Agreement to secure the contributions listed within the report.</p> <p>Additional representations The newly formed Westwood Heath Residents' Association has objected to the application on the following grounds: lack of infrastructure, traffic congestion and road safety, environmental concerns, failure to consider cumulative impact of surrounding development sites/HS2, use of incorrect data (in relation to housing numbers presented for the Local Plan examination), loss of Green Belt.</p> <p>One objection raising the following concerns:</p> <ol style="list-style-type: none"> 1. The Officer's report omits to mention one access to the site requires demolition of a house. This is over Green Belt land, not removed via the local plan process. This is particularly destructive of the street scene of Cromwell Lane, which has a particular identity. More importantly it seriously impacts the privacy of the houses either side of this proposed access. 2. The applicant proposes to use land for an emergency access, which is not in the applicant's control, as it is rail land. There is no legal right for the applicant to use this road through the station car park as it is private property and not adopted highway. <p>In response to point 1 the Planning Officer notes that the demolition of a property fronting Cromwell Lane to form the northern access is clearly shown on plan. This relates to No.90 Cromwell Lane. The property is not within Green Belt. Given the sporadic nature of streetscene the demolition and insertion of a new access is not considered to harm visual amenity. Privacy through improved boundary treatment will be considered as part of the detailed design at reserved matters stage. In response to point 2 Network Rail has raised no objections to the scheme. They note that the red line boundary encloses a Network Rail access route and comment that whilst rights of access are not a material planning consideration they would expect their access to be maintained.</p>
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	<p>Additional information</p> <p>The application was submitted in 2016 prior to the adoption of the current Local Plan Policy HW1, which requires all major development proposals to submit a Health Impact Assessment (HIA) to demonstrate that they would have an acceptable impact on health and wellbeing. A HIA has been completed to support the scheme. Public Health has assessed the HIA and agrees that the considerations and mitigation actions outlined in the report are acceptable and can lead to a positive impact on the populations' health. These include: access to green space; good public transport links and financial contributions to improve local education services, healthcare services and the local infrastructure, including cycleways.</p> <p>In the contributions section of the Committee report reference is made to the 'developer' being in agreement to the requested contributions. For clarity this should refer to the applicant, as the applicant will not necessarily be the site's developer.</p> <p>The Section 106 Legal agreement will include a clause for a mechanism to secure a residents parking scheme, should this become necessary in the future.</p> <p>The applicant will employ a management company to maintain the open space on the application site, however the Section 106 Legal Agreement will include a mechanism to secure contributions should this management company fail and the Council are required to take over maintenance of the open space in the future.</p>
<p>Item No. 9</p>	<p>Application No. - OUT/2017/2879</p> <p>Description of Development - Proposed erection of 2 residential dwellings (Outline application discharging access, all other matters reserved)</p> <p>Site Address - Land north of 2 Union Place</p> <p>Consultation Further representations have been received from a neighbour providing correspondence (dated 2012 and 2014) from Council's Commercial Property Services. These documents provide information on ownership of the application site and Union Place. One of the correspondences also confirmed that Union Place is not an adopted highway and not owned by the City Council similar to Isambad Drive, which also has not been adopted. Photographs of Union Place and Japanese knotweed on the site have also been provided.</p> <p>Appraisal A signed declaration has been provided by the applicant and notice has been served on Coventry City Council. No evidence has been provided in the correspondence which clarifies ownership of the unadopted road. Land ownership</p>

	is not a planning matter however, officers have carried out a land registry search which has revealed that Union Place is unregistered.
Item No. 10	<p>Application No. - FUL/2017/2239</p> <p>Description of Development - Demolition of existing Dairy Crest Distribution Depot with the erection of a three to six-storey student residential building containing 50 cluster flats totalling 266 student bedrooms with associated amenity space, communal facilities, bicycle parking and landscaping</p> <p>Site Address - The Old Dairy Crest Site Harper Road</p> <p>Recommendation No change to recommendation however, amendments to condition 24 to remove the words '<u>including demolition</u>'.</p> <p><i>24. Notwithstanding the submitted drawing AS-04-001 REV P03 illustrating the relationship to the River Sherbourne, prior to the commencement of development a scheme and implementation strategy shall be submitted to and approved in writing by the local planning authority that makes provision for a riverside walk link route along the eastern edge of the site. This scheme shall include location of a 5 metre wide combined foot/ cycle pathway, materials, landscaping, levels and future access within the inclusion of an 8 metre easement strip for the Environment Agency. The development shall be carried out in accordance with the approved details.</i></p> <p>Consultation responses All consultees have indicated their previous comments remain the same.</p> <p>Local residents There have been 111 individual comments in support of the application from 79 individual addresses located in Gosford Street, Gulson Road, Clay Lane, Mantilla Drive, Langdale Avenue, Walsgrave Road, Colchester Street, Yardley Street, Beake Avenue, Far Gosford Street, Barnack Avenue, Kenilworth Road, Moreall Meadows. The comments are summarised below;</p> <ul style="list-style-type: none"> • The development will free up homes for people in Coventry; • The development will make more available homes to rent which may help from keeping rent prices from going too high • Purpose built student accommodation will help to reduce landlords displacing council tax paying families from homes and letting out to students instead • It is good to have more students moving into the area • Students are good for the local economy. • Better for students to live close to the university • Regeneration and modernisation of Coventry is important • The scheme will mean all the students will be together in a secure environment and the high number of people travelling in the area will prevent anti-social behaviour and drug users.

- The application is actually smaller than the previously approved scheme.
- It will create a river walkway without any need for funding from the council.

16 Objections have been received from 14 individual addresses on Harper Road, Hamilton Road and Seagrave Road. The comments are summarised below;

- Parking along Harper Road is already very bad. This development will exacerbate the issue.
- Student accommodation has taken over.
- The proposal will impact upon the local community through increased noise and disturbance.
- Loss of privacy for dwellings along Harper Road.
- The distance between the front of the building and dwelling along Harper Road is 19 metres. This will cause overlooking.
- If windows can be opened the noise from inside will escape resulting in poor living conditions for neighbours.
- The scheme is too large and is invasive and will be intimidating
- Scheme is too large and not in keeping with the area.
- Why has it increased to 266 beds? Where are the extra 66 students located?
- There are larger complexes on sites away from people's homes.
- Risk of flooding, extra pressure on drains
- Risk of fly tipping,
- Litter dropping
- Noise,
- Parking problems,
- Road rage,
- General antisocial behaviour,
- Breakdown of the existing community
- Disturbance to T.V and internet signal.
- Driveways being blocked when students are dropped off and picked up.
- More taxis blocking driveways
- The quiet street will become overpopulated
- There are no plans for the 132 cycle parking spaces
- There are only 60 residential homes in Harper Road. With the Kebrall site already having planning permission for 200 students there will be 466 students.
- Are there any other residential areas in the city of Coventry that has student numbers of this size on one road?
- The dairy crest site should be for office/ work space and part of the community. Especially now the City of Culture bid is underway. This would be a more innovative use of the site.
- Residential in this location is not appropriate.
- The proposal will affect the existing businesses along Harper road.
- Overshadowing will harm ecology – bats, hedgehogs, newts. Without sunlight, nothing will grow
- Landlords will still only rent to students and not to private individuals therefore purpose built accommodation is not freeing up homes for local people.

- Local area will become a building site.
- Why does the council still approve HMOs?
- What will the actual width of the river walk?
- The building is too close to the River Sherbourne and does not have 8 metres is required by Warwickshire Wildlife.
- The previously approved plans to convert the buildings to offices would be more environmentally friendly.
- Neighbours have not been notified.
- No report on how the sewers will cope with additional buildings
- No report on how the proposal will impact existing community.
- The proposal could put additional pressure on the electric substation and cause power cuts.
- What are the developers doing for local residents?
- There will be no public access ensuring that alternative plans and the councils bid for city of culture will be curtailed.
- The only access to the site is via harper road meaning the noise survey is wrong.

Historic Coventry Trust

A summary of comments is below;

Is the land intended to be transferred to the council, it is to become public highway or will there be a series of individual parcels of private land that have some public right over them?

The report makes reference to Environment Agency advice which has not been shared with the Trust.

The Consultation Responses have not been available online during the 10 day period and are still not available today. We consequently cannot consider their advice.

The previous Warwickshire Wildlife objection required an 8m gap between the new building and the wall line of the existing building – they had specified this in view of the uncertain use of the definition ‘riverbank’.

The officer’s report suggests that their position has changed – is this correct

Significant new evidence has appeared since 2016 determination on the level of demand for digital offices which require reappraisal of the justification for a wholly student development

- Warwick Business School Report Oct 2017 – highlights £500m pa impact, shortage of the right type of office space and the importance of the Riverside location – see attached.
- Planning consent for an office development has been granted FUL/2016/ 3054
- Surveyors report highlighting high demand levels for recent nearby development and no stock availability in the locality

- There is an identified digital creative occupier – a local business, Live Buzz, with 80 staff and operating globally, but locally grown. Live Buzz take the best graduates from both Universities and retain their expertise in the city. Graduate retention is a key issue for Coventry.

Ownership and the owner's desire for 100% student is not a Planning consideration and should not be reported as such.

Blindness to ownership is a core Planning principle and the use of the owner's wishes to ignore priority, but lower value, employment use is not defensible.

We would be grateful if you could make this clear to committee.

A hybrid scheme including student and creative offices is viable but has not been explored. The owner is clearly unlikely to do so unless Planning require it as it will result in a reduction their land sale receipt.

Fall back to the consented student scheme is not an option as suggested in the officer's report as it is undeliverable due to the 8m river walk condition requiring the building foot print to be moved and a new application.

Committee may well be misled by statements that this fall back exists and again you should be careful not to highlight this as likely, presenting the current scheme as better than an alternative which appear impossible to deliver.

River Route

We are concerned at the reduction in the width of the cycle and footpath from the 8m specified as a condition in the previous application to 5m now proposed. Sustrans guidance is an 8m width for a segregated path.

The officer's report suggests a 'combined foot/cycle path' which we take to mean a non-segregated path.

This would be disappointing if it is the case as the Trust have been working on plans with Sustrans and Highways for a segregated route provide safe and fast cycle linkage along the Sherbourne to Jaguar land Rover from the city centre. Some clarity on this issue would be welcome.

The Trust is also working on plans with Imagineer and other Art groups for a variety of cycling contraptions to be developed for the tourist experience that will use this route. The first of these, the Sonic Bike, is already funded and is part of City of Culture. We would welcome confirmation that these factors have been taken into account in determining that the width reduction from 8 to 5m is acceptable to Highways.

Finally can you confirm whether a measured survey of the river bank has been undertaken as we have requested.

We note that a revised 'indicative' section has been submitted but believe this to be inaccurate as evidenced by the photographs below taken from the opposite bank of the river.

The photos show a steep overgrown bank which is not as shown on the section and may well give problems for the EA and ecologists in terms of access.

The Trust wishes to maintain its objection to the loss of all employment on the site with particular reference to the unique opportunity for the development of the digital creative sector in the city.

Without further information as requested above, we cannot determine whether our objection to the reduction from 8m to 5 m is acceptable or whether the overshadowing/ ecology concerns remain valid.

RESPONSE TO ISSUES RAISED:

Land ownership

In terms of the ownership of the land; the land is not proposed to become public land and will not be transferred to the City Council. It will remain in private ownership in the same way that all publicly accessible footpaths are in many residential and commercial developments.

As is stated in the comments from the trust, landownership is not a planning matter.

Access to consultation responses

The website has been checked and documents were available (to the best of our knowledge). An additional copy of consultation responses was sent to the Trust on 12/02/2018 following receipt of the email received by the Trust on 11/02/2018. No further response has been received to date.

One neighbour has also stated they had not received a notification. All residents and consultees which were consulted in the first round of consultation on this application, including all those which provided comment, have been re-consulted.

Employment

It is considered the proposal is in accordance with the local plan, as detailed in the officer's report. The principal of development has already been established under the previous planning permission FUL/2016/2087.

Notwithstanding the above planning permission, the previous permission (FUL/2016/3054) for the change of use to B1 offices which was granted 01/02/2017 is still extant and can also be implemented. The approval of this current proposal does not preclude the implementation of that development, should the landowner decide to implement that permission.

8m walk condition on previous planning approval (FUL/2016/2087)

The previous permission did not specify the width of the riverside walk. The previous condition stated:

'Notwithstanding the submitted drawing 894.104D, prior to commencement of development (including demolition) a scheme and implementation strategy shall be submitted to and approved in writing by the LPA that makes provision for a riverside walk link route along the eastern edge of the site. This scheme shall include the location of the walkway, materials, landscaping, levels and future

access within an 8 metre strip. The development shall be carried out in accordance with the approved details.

The condition above refers to the 8 metre easement strip as required by the Environment Agency. It does not require an 8 metre cycle path. It simply requires the cycle/ footpath to be located within this 8 metre zone.

River route

Coventry City Council Highways guidance stated that a shared foot/cycle path should be no less than 3 metres wide. Since the submission of the amended plans, the path has been increased to 5 metres wide, a betterment of 2 metres above the standard requirement.

The gap between the river bank and the proposed building ranges from 9.6 m to 11.5 metres which can accommodate the 8 metre easement strip.

Furthermore, whilst Sustrans do provide guidance as a charitable organisation, their guidance is not adopted policy therefore carries limited weight in the determination of planning applications.

With regards to the question regarding the accuracy of the plans, it is considered the information submitted is an accurate reflection of the onsite conditions. Additional information is also required through condition 24, which requests further levels and information on the riverside walk prior to the commencement of the development.

Ecological issues

The officer's report is clear that both the Environment Agency and Warwickshire County Council Ecology do not object to the application. The 8 metre distance which has been requested, and will be secured by condition is evident on the submitted plans.

Noise

It has been suggested that the noise report which has been submitted with the application is incorrect. Environmental Protection officers are satisfied that the report is correct and have not objected to, or raised issues with the information submitted. It is therefore considered the report is correct.

Concern has been raised from local residents regarding increased noise and disturbance from students occupying the development. It is accepted there will be an increase in footfall around the site due to the increased number of people at the development and surrounding site, however the proposal seeks to provide a high quality residential environment. This is considered to be a betterment to the existing on site conditions. Any nuisance noise can be managed through separate legislation.

Parking and highways

Concern has been raised regarding the potential for increased on street parking. The student scheme will be a 'no car' scheme. This will be a term of the student's tenancy and is referenced in the student management plan, which is secured by

condition. Highways officers are satisfied that the proposal can be managed to ensure the existing on street parking situation will not be exacerbated.

In terms of details of cycle parking. Drawing, DWG: AL-04-001 - REV P04 clearly shows the location of the cycle storage. Condition 5 also requests additional details for the cycle parking and bin storage areas. Highways officers are satisfied that the area set aside for cycle parking is adequate and can accommodate the level of cycle parking required.

Flooding and drainage

Comments have been received in regards to the ability of the sewers to cope with the increase in students. Flood risk officers are content with the level of information submitted with the proposal. Notwithstanding this, additional conditions relating to drainage are requested in condition 17 ensuring the development will not exacerbate the existing on site drainage issues. In terms of the capacity of sewers, this is a matter which will be addressed through building regulations.

Additional/Amended Conditions

The applicant has requested a minor amendment to condition 24.

The condition currently reads:

Notwithstanding the submitted drawing AS-04-001 REV P03 illustrating the relationship to the River Sherbourne, prior to the commencement of development (including demolition) a scheme and implementation strategy shall be submitted to and approved in writing by the local planning authority that makes provision for a riverside walk link route along the eastern edge of the site. This scheme shall include location of a 5 metre wide combined foot/ cycle pathway, materials, landscaping, levels and future access within the inclusion of an 8 metre easement strip for the Environment Agency. The development shall be carried out in accordance with the approved details.

It is requested the words 'including demolition' should be removed from the above condition in order to allow the developer to begin demolition works on site, prior to the submission of the requested details.

Conditions must meet the '6 tests for planning conditions' as set out in the NPPF. One such test is reasonableness. The timing for the submission of details should not needlessly halt development without good reason. No consultees have requested this wording to be included. Given there is no justification from consultees for this information to be submitted prior to the demolition of the buildings on site, it is considered that it is reasonable to remove the wording '*including demolition*' to allow demolition to commence prior to the submission of the details requested in the condition.

Planning Committee Report	
Planning Ref:	OUT/2016/1874
Site:	Land to the West of Cromwell Lane
Ward:	Westwood
Applicant:	UK Land Development and Heyford Developments Ltd
Proposal:	Outline application for the erection of up to 240 residential dwellings (class C3) and associated open space and accesses, with all matters reserved except access
Case Officer:	Liam D'Onofrio

SUMMARY

Outline planning permission is sought for up to 240 dwellinghouse, delivered as a mix of house types and tenures, including 25% affordable housing and associated open space. All matters are reserved except for access.

BACKGROUND

The application was submitted in July 2017 but was put on-hold pending the Inspector's decision on whether the application site should be removed from the Green Belt and allocated for housing. This housing allocation was confirmed in the Inspector's Report on the Examination of the Coventry Local Plan 2011 – 2031, which was issued in October 2017 and the Local Plan was subsequently adopted in December 2017.

KEY FACTS

Reason for report to committee:	Representations from more than 5 properties
Current use of site:	Farming land - arable fields and grassland with associated field boundaries.
Proposed use of site:	Housing development with up to 240 houses and associated open space.

RECOMMENDATION

Planning committee are recommended to grant planning permission subject to conditions and subject to the completion of a satisfactory Section 106 Agreement to secure the contributions listed within the report.

REASON FOR DECISION

- The proposal is acceptable in principle.
- The proposal will not adversely impact upon highway safety.
- The proposal will not adversely impact upon the amenity of neighbours.
- The proposal makes provision for necessary developer contributions.
- The proposal accords with Policies: DS3, H2, H3, H6, IM1, AC1, AC2, AC3, HE2 and GE3 of the Coventry Local Plan 2016, together with the aims of the NPPF.

BACKGROUND

APPLICATION PROPOSAL

Outline planning permission is sought for up to 240 dwellinghouse, delivered as a mix of house types and tenures, including 25% affordable housing and associated open space. All matters are reserved except for access.

Two vehicle access points will be taken from the western side of Cromwell Lane with an emergency access/pedestrian/cycle link taken from Alan Higgs Way to the north of the site.

The Planning Statement indicates that the average density will equate to 35 dwellings per hectare if 240 dwellings are constructed. This equates to a net developable area of 4.79 hectares. A total of 4.51 hectares of open space will be provided within the site. This will comprise of public open space including informal and formal green space, drainage, woodland planting and children's play area provision.

The application is supported by a Design and Access Statement, Planning Statement, Air Quality Assessment, Bio-diversity Impact Assessment, Flood Risk Assessment, Heritage Statement, noise/vibration survey, contaminated land survey, Ecological Appraisal, Transport Assessment, Travel Plan, Landscape and Visual Appraisal, Arboricultural Impact Assessment and an Archaeological Report.

The Design and Access Statement sets the following development parameters:

Overall, the development will vary between 1 and 2.5 storeys according to location within the site. The majority of the development will be up to two storeys, reflecting existing built development adjoining the site and in the local area. Dwellings of up to 2 storeys will be located within the north eastern site area, where dwellings back on to existing properties. This aims to respect the privacy and amenity of these existing dwellings, and considers the sloping topography of the site. Increased storey heights (up to 2.5 storey dwellings) will be located along the primary movement route in the central and northern areas of the site. This will allow for the provision of key/ focal buildings to define the alignment of the primary movement route.

The primary vehicular access to the development will be taken at two points on Cromwell Lane. An emergency vehicle/ pedestrian/cycle access point will be taken from Alan Higgs Way. The primary movement route will be informed by the following design principles; frontage overlooking the movement route; two pavements where the route is adjoined on development on both sides; properties fronting on to the movement route will have frontage access for vehicles associated with the dwellings and where appropriate, provide front gardens.

Pedestrian access to the development will be provided from the primary vehicular access points and two additional points of access located on the southern site boundary which link with the existing Public Right of Way [outside the application site boundary]. A formal pedestrian and cycle route will run north – south through the site and provide an accessible and direct link to Tile Hill Rail Station via open space and Alan Higgs Way.

The majority of tree and hedgerow planting will be retained within the site, with areas of hedgerow removed to allow for vehicular access points and the primary movement route. Mitigation measures will be provided with the provision of public open space along the western boundary of the site, including a potential area for woodland planting.

SITE DESCRIPTION

The application site relates to farmland previously located within the Green Belt but now forming a housing allocation following the adoption of the new Local Plan. The land sits behind a semi-sporadic run of residential development on the western side of the highway characterised by detached bungalows with spacious gaps in between. Westwood Farm, a Grade II listed farmhouse with ancillary buildings is located within, but does not form part of,

the application site. Two new vehicular access points will be located on the western side of Cromwell Lane into the site with a third emergency access and cycle/pedestrian route to the north of the site adjacent to Tile Hill Station.

The northern part of the site adjoins the railway and a new housing development and the southeast part of the site adjoins residential development located within the urban area (opposite Westwood Heath Road). The southwest and west site boundaries adjoin open farmland and a public footpath (W170) runs alongside the southern edge of the site. These are located within the Green Belt and also within Solihull Metropolitan Borough Council's administrative area.

PLANNING HISTORY

There is no relevant planning history.

POLICY

National Policy Guidance

National Planning Policy Framework (NPPF). The NPPF published in March 2012 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 promotes sustainable development and good design is recognised as a key aspect of this.

The National Planning Practice Guidance (NPPG) 2014, this adds further context to the NPPF and it is intended that the two documents are read together.

Local Plan Policy 2016 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 H2: Housing Allocations
- Policy H3: Provision of New Housing
- Policy H4: Securing a Mix of Housing
- Policy H6: Affordable Housing
- Policy H9: Residential Density
- Policy GB1: Green Belt and Local Green Space
- 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 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 EM7 Air Quality
Policy IM1: Developer Contributions for Infrastructure

Supplementary Planning Guidance/ Documents (SPG/ SPD):

SPG Design Guidelines for New Residential Development
SPD Delivering a More Sustainable City

CONSULTATION

No Objections received from:

Natural England
Historic England
Campaign for Better Transport (suggestions for public transport improvements)

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

West Midlands Fire Service
Ecology
Severn Trent Water
NHS (University Hospital)
NHS (GP practices)
Environmental Protection Officers (CCC)
Conservation/Archaeology (CCC)
Education (CCC)
Housing Policy (CCC)
Flood Risk Management (CCC)
Highways (CCC)
Low Carbon Team (CCC)
Parks and Leisure (CCC)

Objections have been received from:

Solihull Metropolitan Borough Council – In relation to the site being Green Belt and the Local Plan having limited weight at that time of writing.
Warwickshire Wildlife Trust
Ramblers Association
Burton Green Parish Council – in relation to Green Belt loss, traffic pressures in locality.
Balsall Parish Council - in relation to Green Belt impact and highway safety.
Berkswell Parish Council – in relation to Green Belt impact, the possible demand for places at Berkswell School and traffic/highway safety.
Campaign for Better Transport

Immediate neighbours and local councillors have been notified; a site notice was posted and press notice was displayed in the Coventry Telegraph on 04/08/2016.

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

- a) Loss of Green Belt land/encroachment into Meriden Gap.
- b) The development ignores previous planning documents in 2007 and 2012 that discounted the site.
- c) Impact upon Ancient Arden Landscape.
- d) Development should be on brownfield land.

- e) Traffic concerns, existing traffic problems.
- f) Highway safety, site is an accident hotspot, speeding.
- g) Dangerous parking is associated with Tile Hill Station.
- h) Disruption from HS2 construction adding to congestion.
- i) Further traffic generated by developments planned by Warwick District Council is all likely to produce heavy traffic flows in the area.
- j) There is insufficient infrastructure to cope with the development.
- k) More cars will bring air pollution, noise and general stress.
- l) Concerns regarding school and doctor access.
- m) Loss of view over Green Belt fields for existing residents.
- n) Impact upon wildlife.
- o) Impact upon historic buildings/listed buildings.
- p) Drainage concerns.

Councillor Lapsa has objected to the scheme noting that the development will encroach upon the Meriden Gap, contribute to urban sprawl and traffic improvements are needed prior to any further development.

Councillor Skinner has raised concern with the development, in particular road safety.

One letter of support has been received, raising the following material planning considerations:

- q) Strongly supportive of a significant growth in the scale and quality of housing available to Coventry's growing population. To be a successful and sustainable city Coventry's urban footprint needs to grow into its existing greenbelt areas, but this can and must be done with imagination and sensitivity. It must be shown how transport and travel will be dealt with.

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 heritage assets, the impact upon neighbouring amenity, highway considerations, flood risk, noise, contaminated land, air quality, ecology and contributions.

Principle of development

The Inspector's Report on the Examination of the Coventry Local Plan 2011 – 2031 was issued in October 2017 and recommended that the Local Plan was sound and capable of adoption, subject to several modifications. The Local Plan was formally adopted on 6th December 2017.

The Inspector noted that the Plan appropriately identified housing needs and set out effective measures to meet them in accordance with national policy. It was also noted that given the City's tight administrative boundaries together with the shortage of available land and diminishing opportunities to develop brownfield sites that there is a lack of reasonable and appropriate alternatives and the release of Green Belt land was therefore necessary to meet housing targets.

The Inspector's report identifies the Cromwell Lane site as making a substantial contribution to the supply of housing land. As the proposed allocation would not intrude further west than the existing urban area the impact upon the Green Belt was not considered to be

significant. The Inspector noted that the proposed green infrastructure to the western edge of the site would assist with screening the development from the wider Green Belt.

The Inspector's Report noted that Coventry City Council had acknowledged concerns raised by residents in respect of securing an appropriate access and traffic congestion and that initial highway modelling had not identified any significant concerns. The Inspector agreed with the Council that there were therefore no insurmountable barriers to development of the site.

The adoption of the Coventry Local Plan has formally removed the site from Green Belt and it is now an allocated housing site. Policy H2 'Housing Allocations' identifies sites allocated for housing development, alongside essential details that will support the principles of sustainable development. This adopted policy supersedes any previous planning documents in which the site was discounted for housing.

Policy H2:8 relates specifically to the site 'Land West of Cromwell Lane' and identifies a site suitable for up to 240 dwellings with the following essential site specific requirements:

- Creation of woodland area to the western boundary of the site to reflect Ancient Arden landscape characteristics and ensure defensible boundary to the wider Green Belt.
- Retain and enhance the setting of Westwood Farm and other listed buildings within and adjacent to the site.
- Inclusion of appropriate screening to existing residential areas.
- Explore opportunities to introduce residents parking schemes on site and along adjoining streets with surrounding junction improvements as appropriate.

The detailed assessment of the sites suitability for housing has been fully explored within the Local plan process and with the site's formal adoption as an allocated housing site its development is considered to be acceptable in principle.

Impact on character of the area and Heritage Assets

The planning application is outline only and the scale, design and use materials will be secured separately at reserved matters stage to ensure the development provides an acceptable design solution that assimilates appropriately within the landscape. The Design and Access Statement identifies 2.5 storey focal buildings within the primary route through the site and 2-storey development around the edge of the site, which adjoins the Green Belt. To ensure that an acceptable form of development is submitted at reserved matters stage a condition is suggested at this stage to require a building height parameters plan.

The development parameters indicate additional planting to the boundary with adjoining farmland and there is an opportunity to create a soft edge to the extended urban area, which will also help to screen the development from the surrounding Green Belt. New landscaping detailing and the protection of existing mature trees and landscaping will be dealt with at reserved matters stage and can be secured through condition at that time.

Local Plan Policy HE2 reflects NPPF policy and states that 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. There are Grade II listed buildings fronting Cromwell Lane (Cromwell Cottage and 142 Cromwell Lane) and Grade II listed Westwood Farmhouse is located centrally within the application site. Policy H2:8 specifically mentions retaining and enhancing the setting of Westwood Farm and other listed buildings within and adjacent to the site.

The indicative plan shows a buffer of open space around listed buildings, which will assist in ensuring that the housing development is sensitive to the listed buildings' setting. The detailed layout and design will be controlled at reserved matters stage; however the indicative plans demonstrate that there is adequate space and opportunity to provide a green buffer to respect the setting of the listed buildings. The Conservation Officer advises that subject to suitable control of layout, landscaping and the design of the dwellings (at reserved matters stage) it is considered that the low-level harm to the setting of the listed buildings can be overcome and the development made acceptable.

In terms of archaeology the Conservation Officer has raised no objection to the scheme, subject to a condition to secure a programme of archaeological works.

Impact on neighbouring amenity

The plans are indicative only, however, it is considered that the proposed site can accommodate 240 houses while meeting necessary separation distances between houses within the site and also to surrounding properties. The residential use will be compatible with the adjoining residential uses, and associated noise and comings and goings are unlikely to be so significant as to warrant refusal of the application.

The reserved matters application would provide details of the final layout of proposed dwellings. Existing properties adjoining the application site back onto fields and although there is no right to a view in planning terms it would be necessary to ensure an appropriate level of privacy, light and outlook is maintained to these neighbouring properties at reserved matters stage.

A condition is recommended to require the submission of a Construction Management Plan, to protect the amenities of residents during construction.

Highway considerations

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.

The focus of local residents' objections to the application relate to highway safety, in which they identify Cromwell Lane as an accident hotspot with dangerous parking, traffic congestion and speeding issues. The Highway Authority has undertaken a detailed assessment of the planning application, and supporting Transport Assessment (TA) and Travel Plan documents, and based on this appraisal considers that the impacts of the development are not severe and has no objections to the current proposal, subject to conditions and contributions.

Policy H2:8 require the exploration of opportunities to introduce residents parking schemes and surrounding junction improvements as appropriate. The residents' parking scheme would assist in protecting future residents from commuter parking associated with the train station; however it first needs to be demonstrated that there is a need for a residents' parking scheme and then residents of the development would need to be consulted on the scheme.

This would therefore need to be carried out post occupation; however a mechanism is suggested at this stage to ensure a residents' parking scheme can be secured, as necessary.

In terms of Policy H2:8 junction improvements the Highway Authority note that included in the TA is an indicative Traffic Calming scheme which includes raised tables at each of the new access points along with other speed reducing features along the length of Cromwell Lane from its junction with Westwood Heath Way to Duggins Lane. These measures include virtual speed humps, enhanced carriageway markings and Variable Message Signs. Each new site access has been assessed as having acceptable capacity and visibility splays. There is also an emergency access proposed via Alan Higgs Way, which will be controlled by collapsible bollards. Traffic calming measures will be secured via a Section 106 legal agreement.

Whilst the Transport Assessment does not make any reference to the impacts of the development upon the existing Traffic Signal Junction at Till Hill Lane/Tanners' Lane/Station Avenue/Banner Lane it is the Highway Authority's view that the development will have an impact on the operation of this junction. Therefore improvements to the operation of the traffic signals at this junction are requested, to be secured via a Section 106 legal agreement.

It is considered that the traffic calming improvements and the traffic signal junction improvements that can be secured as part of this application will assist in improving the existing highway safety issues highlighted by local residents.

The Highway Authority considers the site location currently to have good accessibility in terms of access or provision for pedestrians, cyclists or public transport users. However, the introduction of further infrastructure to provide for a high quality of accessibility by all sustainable modes to adequately sustain and support a development of 240 dwellings at this location in order to accord with Coventry Local Plan and National Planning Policy Framework policies is sought. These measures proposed would assist in connecting the development site with the existing local facilities and amenities, encourage residents to walk/cycle, and therefore provide a positive contribution towards making the proposed development more sustainable from a transport perspective. On site arrangements will be considered in greater detail at reserved matters stage, however the Highway Authority have requested a contribution for cycle improvements to improve linkages to the existing wider cycling infrastructure, which will be secured via a Section 106 Agreement.

Flood Risk

Local residents have raised concern regarding site drainage. The site falls within Flood Zone 1 and Flood Risk Management has raised no objection to the proposed development, subject to conditions to secure sustainable urban drainage.

Severn Trent Water has raised no objection to the scheme, subject to a condition to agree surface and foul drainage details. These details will be secured under separate legislation through Building Regulations and a separate planning condition is not therefore necessary.

Noise

Environmental Protection accept the submitted noise survey, however it is considered that a further noise survey will be required at reserved matters stage to look at:

- Dealing with potential vibration from the nearby rail line, once ground conditions and foundation type are confirmed, as recommended in the submitted noise report;

- Details of noise mitigation to outside amenity spaces for properties closest to railway line, to be confirmed when final site designs are known;
- Details of indoor noise levels for properties closest to the railway line and relevant mitigation measures such as high spec acoustic glazing and ventilation;
- Assessment of construction noise impact and traffic movements, with particular focus to those existing and proposed properties on access points to the site.

A condition is suggested to secure this information.

Contaminated land

Environmental Protection agrees with the recommendations within the submitted Phase 1 report that the site is of low risk to contamination. However despite being farmland there are still potential sources of contamination such as herbicides/pesticides being present in shallow soils and a possibility of animal burials having taken place.

Environmental Protection agrees that sampling is required so that risks can be properly assessed and suggests the standard contamination conditions to secure this information.

Air quality

Environmental Protection raise no objections, subject to securing a package of measures to reduce the impact upon air quality. This should include low emission boilers, electric vehicle charging points and details to limit dust and at construction phase.

A condition is suggested to secure this information.

Ecology

The County Ecologist has assessed the site and the submitted Ecological Appraisal, protected species surveys and Biodiversity Impact Assessment calculations.

The County Ecologist has raised no objection to the scheme subject to the imposition of conditions, including a Construction and Environmental Management Plan (CEMP), Landscape and Environmental Management Plan (LEMP) and a lighting scheme. Local residents have raised concern with regard to the impact of the proposed development upon local wildlife and the CEMP requested by the County Ecologist seeks to secure details of mitigation for any protected species on site. The LEMP will secure details of planting and maintenance of all new planting and also details of habitat enhancement/creation measures and management.

The County Ecologist notes that the Biodiversity Impact Assessment calculation results in a loss of biodiversity, which is contrary to National Planning Policy Framework (NPPF). However the County Ecologist has confirmed that this biodiversity loss will be compensated for appropriately off-site. This has been secured via the Section 106 Legal Agreement.

Contributions

Officers are mindful that local residents have raised concerns with the impact of the development upon local infrastructure and access to facilities such as schools and GP surgeries. 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.

The development would trigger the need for the following contributions to be secured under a Section 106 Legal Agreement. The heads of terms are as follows:

- Affordable housing at 25%, which will relate to (up to) 60 affordable dwellings. The delivery of affordable housing shall be as a mix of Social Rent and Intermediate tenure within a mix of house sizes.
- NHS Clinical Commissioning Group requests a contribution of £52,737 to be allocated as part of this application for the improvement and/or extension of Jubilee Heath Care GP surgery, 60 Station Avenue, Tile Hill, Coventry, CV4 9HS.
- NHS University Hospital Coventry and Warwickshire have requested a contribution of £120,467.00 to provide additional facilities to meet patient demand.
- WCC Ecology have confirmed that a biodiversity off-setting scheme can be agreed through a S106 of £101,752.00 towards the cost of creating and managing an area of 5.47ha of semi-improved grassland off site.
- The Highway Authority have requested the provision of the following contributions:
 - For cycle improvements introducing new links to the existing cycle infrastructure on Charter Avenue: £100,000.
 - For traffic calming measures, including two ANPR VAS (a vehicle activated sign that typically bolts on to a lamppost and measures and displays the approaching vehicle's speed), along Cromwell Lane from Duggins Lane to Westwood Heath Road: £200,000.
 - Tile Hill Lane Traffic Signal Junction upgrade: £100,000.
- Education are requesting a contribution which breaks down to:
 - Early Years children: £57,610.00 towards the cost of providing, expanding or improving primary education facilities (which may include the purchase and improvement of land and buildings) at Charter House Primary School;
 - Primary Pupils (YR – Y6): £403,270.00 towards the cost of providing, expanding or improving primary education facilities (which may include the purchase and improvement of land and buildings) at Charter House Primary School;
 - Secondary Pupils (Y7 – Y11): £666,657.02 towards the cost of providing, expanding or improving Secondary Education facilities (which may include the purchase and improvement of land and buildings) at Westwood Academy or South West Coventry Secondary Schools.
 - Sixth Form (Y12 – Y13+): £135,563.04 towards the cost of providing, expanding or improving Sixth Form Education facilities (which may include the purchase and improvement of land and buildings) at Westwood Academy or South West Coventry Secondary Schools.

The developer has agreed to the requested contributions.

A figure for a contribution relating to the future maintenance of the site's identified open space is currently being assessed and Members will be updated at the meeting.

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 and contributions. The reason for Coventry City Council granting planning permission is because the development is in accordance with: Policies DS3, H2, H3, H6, IM1, AC1, AC2, AC3, HE2 and GE3 of the Coventry Local Plan 2016, together with the aims of the NPPF.

CONDITIONS/REASON

1. Details of the means of access to the building(s) and site, appearance of the building(s), landscaping of the site, layout of the site and its relationship with adjoining development, and the scale of building(s) (hereinafter called 'the reserved matters') shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out in full accordance with these reserved matters as approved.

Reason: *To comply with Article 3(1) of the Town and Country Planning (General Development Procedure) Order 1995.*

2. Application for approval of the reserved matters shall be made to the local planning authority not later than three years of the date of this permission.

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

3. The development to which this permission relates shall begin within three years of the date of permission or within two years of the final approval of the reserved matters, whichever is the later.

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

4. The access points hereby permitted shall be carried out in accordance with the following approved documents: Drg No.2082-01, 2082-02, 2082-04 and 9301 Rev G (concept plan).

Reason: *For the avoidance of doubt and in the interests of proper planning.*

5. No development approved by this permission shall be commenced until a scheme for the provision of surface water drainage, fully incorporating open air SuDS with particular emphasis on attenuation techniques, has been submitted to and approved in writing by the Local Planning Authority. Details shall include:
 - (i) A detailed strategy for the long-term maintenance plans of the SuDS and other surface water drainage systems on site.
 - (ii) Development discharge rates to be managed to Qbar greenfield rates minus 20%. The discharge rates for brownfield sites shall be considered as greenfield in accordance with the SFRA.
 - (iii) Provisions must be made for the drainage of the site to ensure there are no temporary increases in flood risk, on or off site, during the construction phase.
 - (iv) Surface water attenuation is to be located outside the 1 in 100 year surface water flood map extents.
 - (v) No ordinary watercourse should be culverted unless there is an overriding need to do so, and justified in line with the Environment Agency's current policy. If possible, any existing surface water culverts should be opened and restored to a natural channel.
 - (vi) Evidence is required that the 1 in 100 year plus climate change events will be held within the site boundaries.
 - (vii) An intrusive ground investigation report is required 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.

- (viii) All 'within building plot' drainage must be considered for the incorporation of water re-use systems, such as grey water harvesting, to manage down both peak and total rainfall runoff discharging to sewer systems, watercourses and groundwater.
 - (ix) Evidence to show the management of overland flow routes in the event of exceedance or blockage to the drainage system. Details should include demonstration of how the buildings will be protected in such an event.
 - (x) Provisions must be made for the drainage of the site to ensure there is no discharge of surface water to the Public Highway.
 - (xi) Where new or redevelopment site levels result in the severance, diversion or to receive natural land drainage flow, the developer shall intercept these flows and discharge these by a method approved by the Local Planning Authority.
- All details shall be carried out as approved.

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'.*

6. The development hereby permitted shall not commence until a Construction and Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. In discharging this condition the LPA expect to see details concerning mitigation for badgers, bats, great crested newts, breeding birds and other appropriate working practices and safeguards for wildlife that are to be employed whilst works are taking place on site. The agreed Construction and Environmental Management Plan shall thereafter be implemented in full.

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 aims and objectives of the NPPF.*

7. The development hereby permitted shall not commence unless and until a detailed Landscape and Ecological Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan should include details of planting and maintenance of all new planting. Details of species used and sourcing of plants should be included. The plan should also include details of habitat enhancement/creation measures and management, such as native species planting, wildflower grassland creation, woodland and hedgerow creation/enhancement, and provision of habitat for protected and notable species (including location, number and type of bat and bird boxes, location of log piles). Such approved measures shall thereafter be implemented in full.

Reason: *To ensure net biodiversity gain in accordance with Policy GE3 of the Coventry Local Plan 2016 and the aims and objectives of the NPPF.*

8. The development hereby permitted shall not commence unless and until details of all external light fittings and external light columns have been submitted to and approved by the Local Planning Authority. The development shall not be carried out otherwise than in full accordance with such approved details.

Reason: *In accordance with the NPPF and ODPM Circular 2005/06*

9. Prior to occupation of the proposed dwellings hereby approved the accesses, as approved, shall be provided in accordance with a phasing plan which is to be submitted to and approved in writing by the Local Planning Authority.

Reason: *In the interests of highway safety and to ensure the free flow of traffic using the adjoining highway in accordance with Policy AC1 of the Coventry Local Plan 2016.*

10. No development shall take place unless and until a construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be strictly adhered to throughout the construction period and shall provide for: hours of work; the parking of vehicles of site operatives and visitors; 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; and a scheme for recycling / disposing of waste resulting from demolition and construction works.

Reason: *In the interests of highway safety and the amenities of the occupiers of nearby properties in accordance with Policies EM7 and AC1 of the Coventry Development Plan 2001.*

11. The development shall not commence unless and until details for a package of measures to minimise the impact of the development upon local air quality have been submitted to and approved in writing by the local planning authority. The package of mitigation measures shall be in accordance with the West Midlands LETCP guidance and dictated by a damage cost calculator to be agreed at detailed design stage. All details shall be carried out as approved.

Reason: *To mitigate the impacts of development on air quality in accordance with Policy EM7 of the Coventry Local Plan 2016.*

12. 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 first occupation. The report of the findings, to be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11', 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 monument; (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 H3*

of the Coventry Local Plan 2016.

13. The development shall 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 must be prepared 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 H3 of the Coventry Local Plan 2016.*

14. 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 remediation. The local planning authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced shall be submitted to and approved in writing by the local planning authority.

Reason: *To safeguard health, safety and the environment in accordance with Policy H3 of the Coventry Local Plan 2016.*

15. 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 (No.12), and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition (No.13), 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 (No.14).

Reason: *To safeguard health, safety and the environment in accordance with Policy H3 of the Coventry Local Plan 2016.*

16. No development shall take place under any reserved matters consent until a scheme for that reserved matters consent has been submitted to and approved in writing by the local planning authority indicating how and when the 'Secured by Design' standards will be incorporated into the development. The scheme shall be implemented in accordance with the approved details and shall be retained at all times thereafter.

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.*

17. No part of the development hereby permitted shall be commenced and nor shall any equipment, machinery or materials be brought onto the site until a scheme for the protection of all existing trees and hedges to be retained on site has been submitted to and approved in writing by the Local Planning Authority and has been put in place. The scheme must include details of the erection of protective fencing and be in accordance with British Standard BS5837:2012, Trees in Relation to design, demolition and construction. Nothing shall be stored or placed in those areas fenced in accordance with this condition and nor shall the ground levels be altered or any excavation take place without the prior consent in writing of the local planning authority. The approved scheme shall be kept in place until all parts of the development have been completed and all equipment, machinery and surplus materials have been removed.

Reason: *To protect trees and other features on site during construction in accordance with Policy GE4 of the Coventry Local Plan 2016.*

18. No development shall take place unless and until a scheme for targeting and utilising local people for construction employment has been submitted to and approved in writing by the local planning authority. Thereafter, the scheme shall be implemented in full accordance with the approved details.

Reason: *In the interests of promoting employment opportunities for local people in accordance with Policy JE7 of the Coventry Local Plan 2016.*

19. The development hereby permitted shall not commence unless and until a scheme detailing arrangements to protect residents of the development from excessive noise and vibration entering habitable rooms and the provision of quiet garden areas shielded from noise (to include road traffic noise and also noise and vibration from the railway) has been submitted to and approved in writing by the local planning authority. The location, internal layout, and orientation of residential dwellings should be designed to situate habitable rooms away from noise and building structures should be used to provide quiet garden areas where possible. If acceptable noise levels still cannot be achieved by optimising the design of the development then the use of acoustic glazing and acoustic ventilation will be considered as a viable alternative. The scheme shall be implemented in accordance with the approved details and shall be retained thereafter.

Reason: *To ensure that future occupiers do not experience any unacceptable disturbance from noise and vibration in accordance with Policies H3 of the Coventry Local Plan 2016.*

20. The development hereby permitted shall not be commenced unless and until a scheme showing how: a) at least 10% of the predicted energy requirement of the development will be produced on or near to the site from renewable energy resources, and/or; b) a scheme showing how at least 10% of the energy demand of the development and its CO² emissions would be reduced through the initial construction methods and materials. The development shall not be first occupied until all the works within the approved scheme have been completed and thereafter the works shall be retained at all times and shall be maintained strictly in accordance with manufacturer's specifications.

Reason: *To comply with the provision the National Planning Policy Framework and in accord with Policies EM1, EM2, EM3 and EM7 of the Coventry Local Plan 2016.*

21. Any landscaping (other than the planting of trees and shrubs) including boundary treatment, paving and footpaths referred to in condition one shall be completed in all respects, with the exception of tree(s) and shrub(s) planting, within the first planting season following the first use of development and the tree(s) and shrub(s) shall be planted within six months of that first use. Any tree(s) or shrub(s) removed, dying, or becoming in the opinion of the local planning authority seriously damaged, defective or diseased within five years from the substantial completion of the scheme shall be replaced within the next planting season by tree(s) or shrub(s) of similar size and species to those originally required to be planted. 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: *To ensure a satisfactory standard of appearance of the development in the interests of the amenities of the locality in accordance with Policy DE1 of the Coventry Local Plan 2016.*

22. No development shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority. Once approved the development shall only be undertaken in accordance with those approved details (or any subsequently approved amendments).

Reason: *To ensure that any important and irreplaceable archaeological remains are not destroyed during the construction process in accordance with Policy HE2 of the Coventry Local Plan 2016.*

23. Prior to or concurrently with the submission of any reserved matters application(s), a detailed Building Heights Parameters Plan and Phasing Plan shall be submitted to and approved in writing by the local planning authority. The plans shall identify: (i) the maximum building heights within defined areas of the development site, to be expressed in both the number of stories and the total height in metres and (ii) the phasing of development. The reserved matters submission/development shall proceed in accordance with the approved plan.

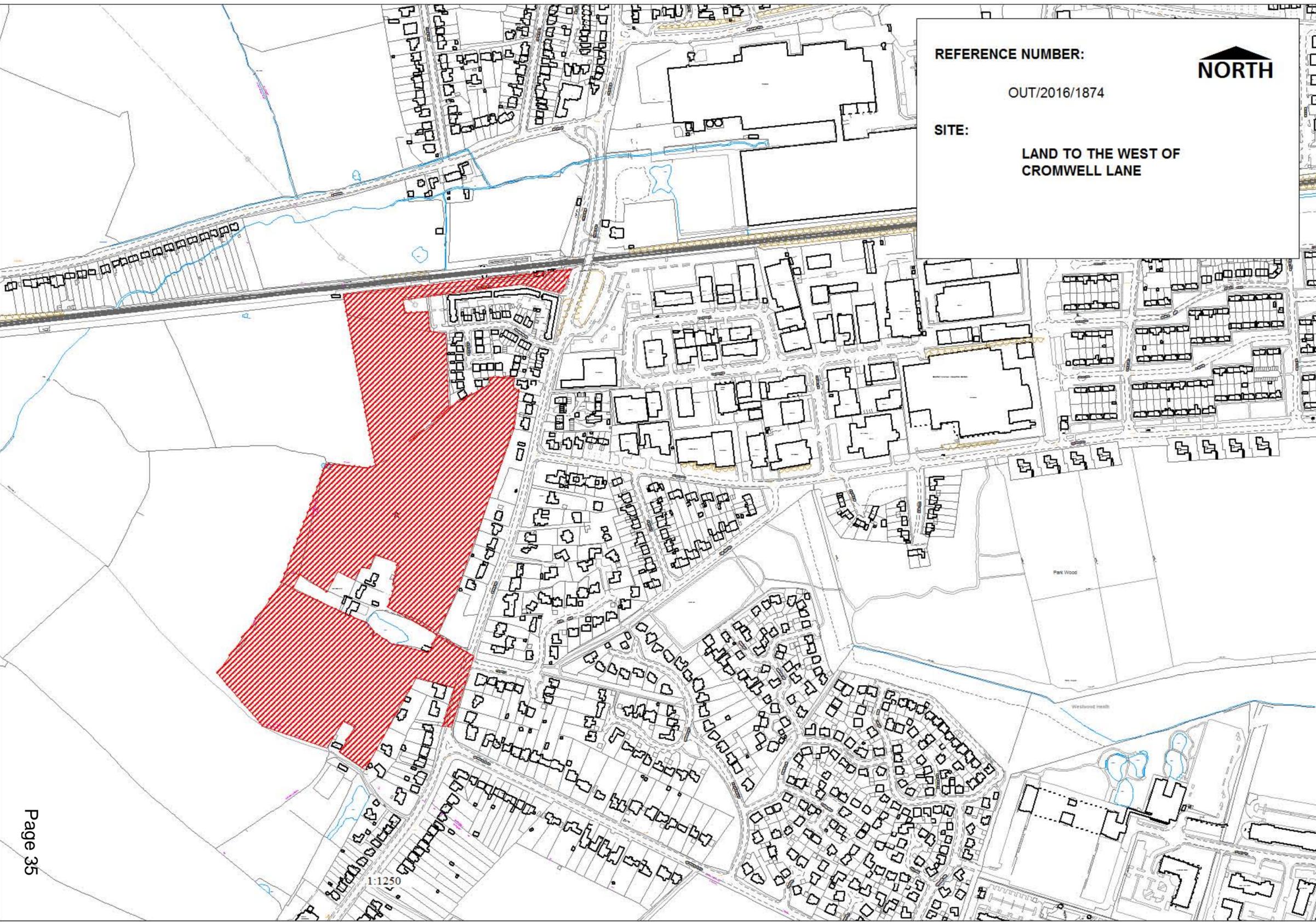
Reason: *To ensure a satisfactory standard of appearance of the development in the interests of the amenities of the locality in accordance with Policy DE1 of the Coventry Local Plan 2016.*

[Concept Plan](#)

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REFERENCE NUMBER:
OUT/2016/1874

SITE:
LAND TO THE WEST OF
CROMWELL LANE



The scaling of this drawing cannot be assured

Revision	Updated in accordance with	Date	Drn	Ckd
A	Updated in accordance with updated technical inputs	01.06.16	EMB	CDB
B	Location of access points updated	06.06.16	EMB	CDB
C	Updated to reflect latest access drawings, red line boundary and utility easements	22.06.16	EMB	CDB
D	Updated following consultant comments	24.06.16	EMB	CDB
E	Redline boundary updated, and turning head to end of Alan Higgs Way added	11.07.16	CDB	JdH
F	Plan updated following comments from GVA	11.07.16	EMB	CDB
G	Amendments made to ped/ cycle route	11.07.17	EMB	CDB



LEGEND

	Potential Primary Vehicular Access Point		Public Open Space		Indicative Attenuation Ponds/ Drainage
	Shared Pedestrian/ Cycle/ Emergency Link		Existing Tree/ Hedgerow Planting		Public Right of Way
	Potential Pedestrian Access Point		Proposed Tree/ Hedgerow Planting		Proposed Pedestrian/ Cycle link to Tile Hill Station
	Proposed Residential Development		Proposed Orchard Planting		Proposed Informal Pedestrian Route
	Proposed Garden Zones		Proposed Area for Formal Play		

Project
**CROMWELL LANE
COVENTRY**

Drawing Title
CONCEPT PLAN

Date 20.05.16	Scale 1:1250 @A1	Drawn by EMB	Check by CDB
Project No 25947	Drawing No 9301	Revision G	

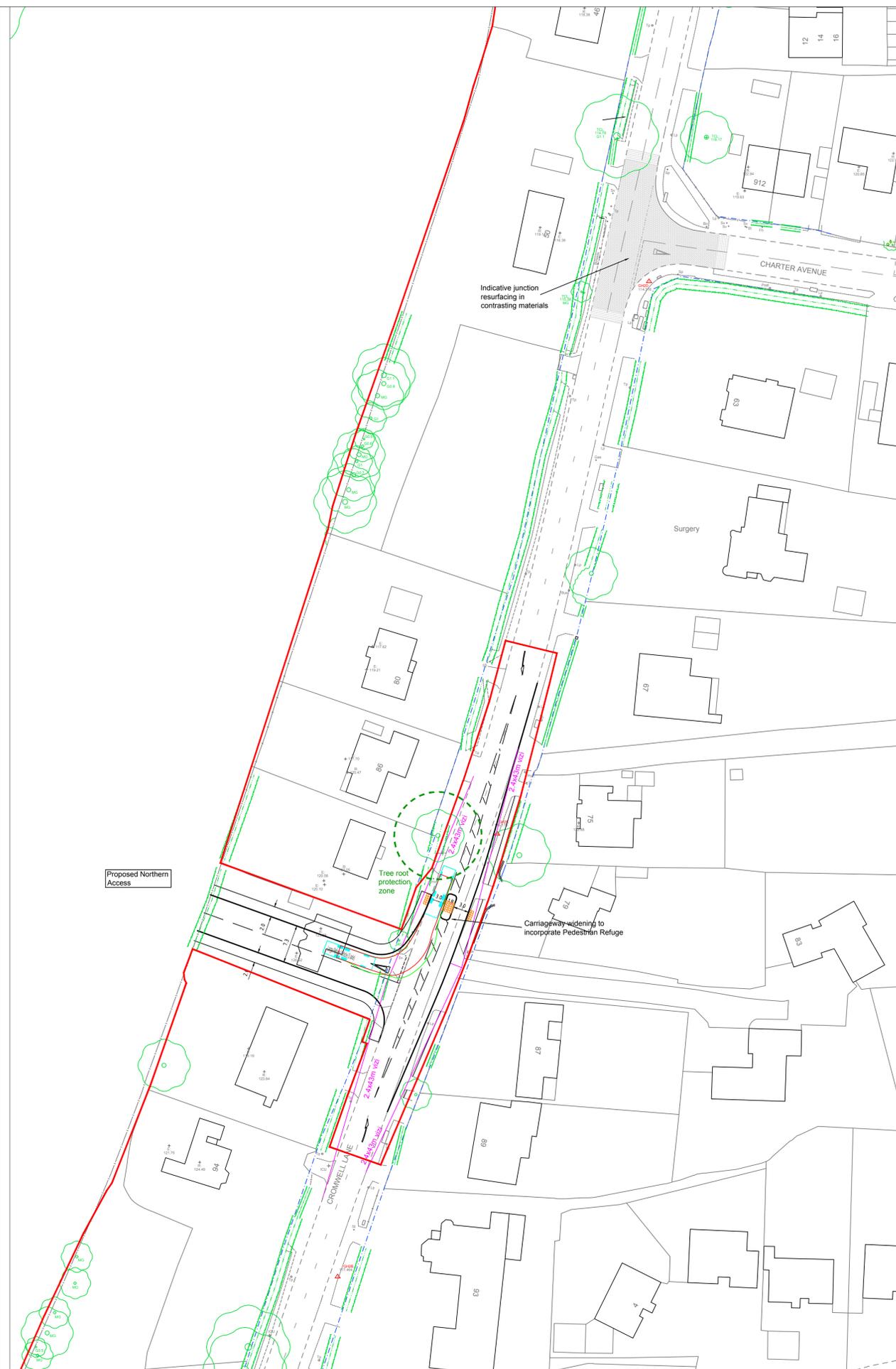
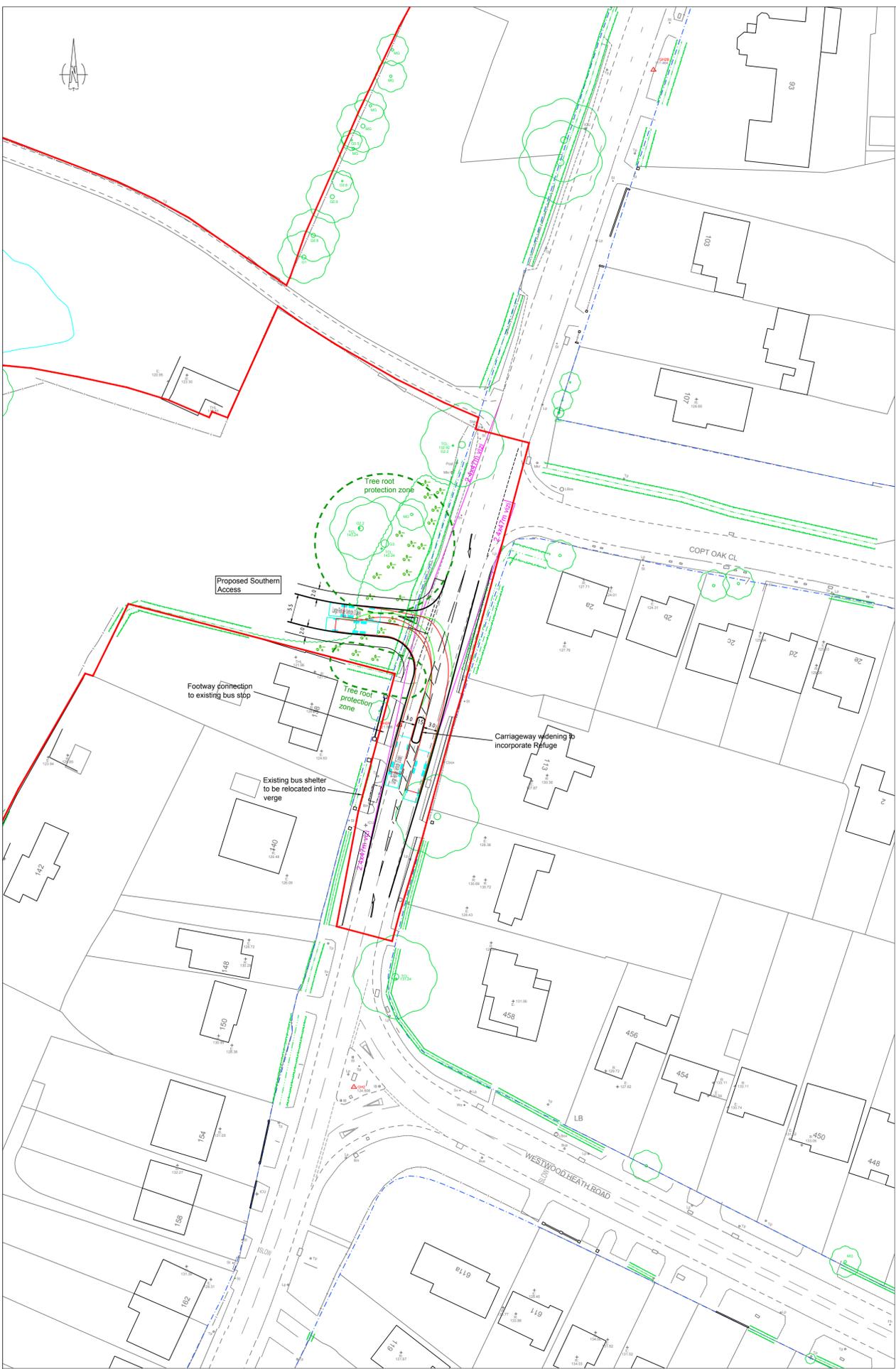
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Notes.

Dimensions shown are in metres unless stated otherwise.

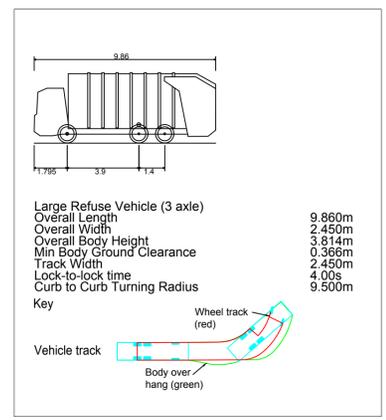
Road markings & traffic signs are to be in accordance with 'The Traffic Signs Regulations and General Directions 2002'

Tactile paving is to be in accordance with 'Guidance on the use of tactile paving surfaces 2007'

The design shown is aligned with Ordnance Survey ProMap data and not topographical survey data. Dimensions will require verification on site.

Visibility Splays shown are taken from 'MFS'

- Key
- Highway Boundary ---
 - Site Boundary ---
 - Visibility Splays --- 2.4x43m vizi
 - Tactile Paving ■



Rev A.

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Client
Heyford Developments Ltd and UK Land Development Ltd

Project
Cromwell Lane, Coventry

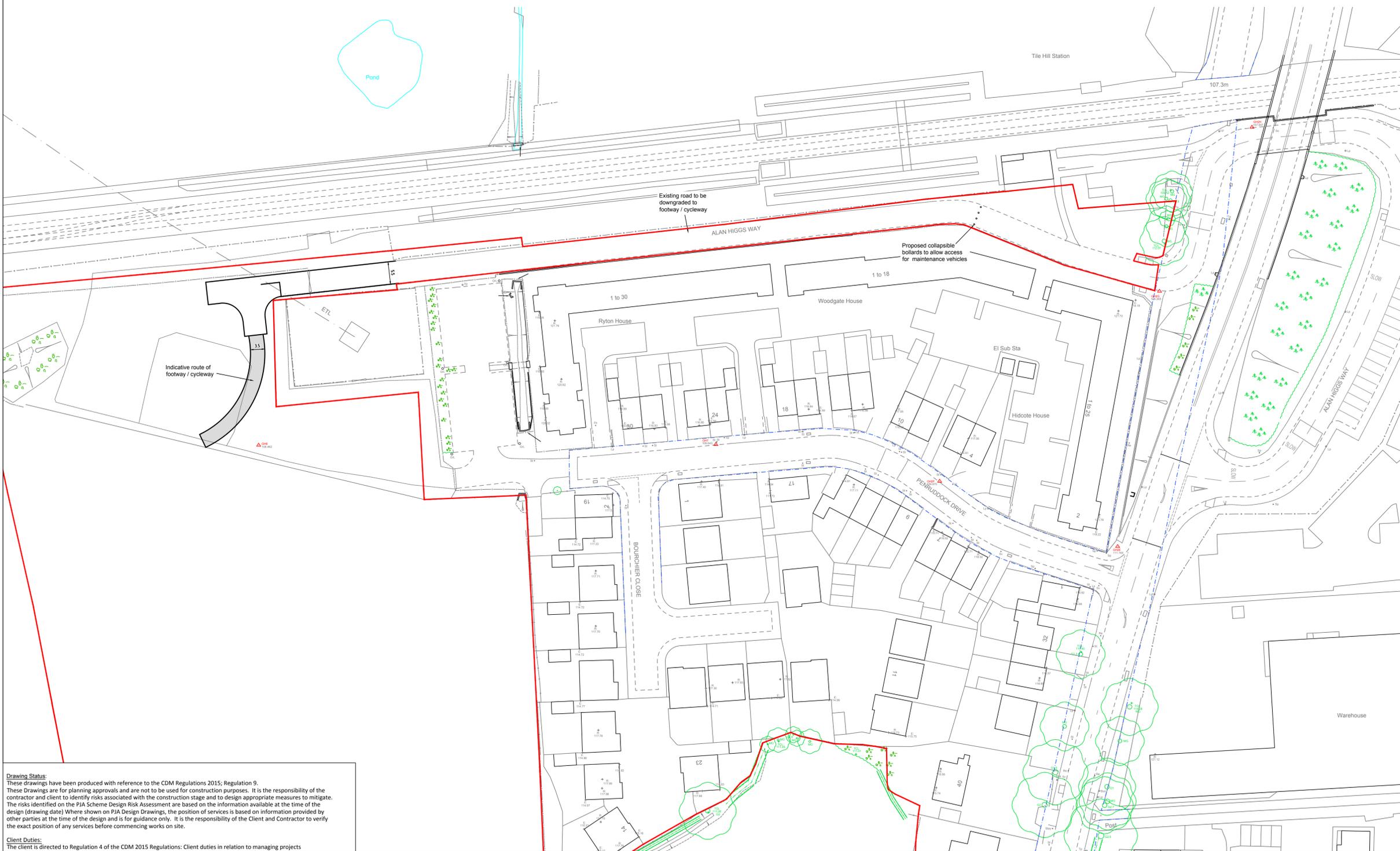
Drawing
Proposed Access Points - Tracking

Drawn by JL	Date: June 16	Scale: 1:500 @ A1
Drawing No. 2082-04	Revision	

Drawing Status:
These drawings have been produced with reference to the CDM Regulations 2015; Regulation 9. These drawings are for planning approvals and are not to be used for construction purposes. It is the responsibility of the contractor and client to identify risks associated with the construction stage and to design appropriate measures to mitigate. The risks identified on the PJA Scheme Design Risk Assessment are based on the information available at the time of the design (drawing date). Where shown on PJA Design Drawings, the position of services is based on information provided by other parties at the time of the design and is for guidance only. It is the responsibility of the Client and Contractor to verify the exact position of any services before commencing works on site.

Client Duties:
The client is directed to Regulation 4 of the CDM 2015 Regulations: Client duties in relation to managing projects

File: T:\Projects\Current\2000\2082\Cromwell Lane\Graphics\2082_access_7.dwg



Notes.

Dimensions shown are in metres unless stated otherwise.

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Visibility Splays shown are taken from 'MFS'

Surfacing and lighting matters reserved.

Key

Highway Boundary - - - - -

Site Boundary - - - - -

Visibility Splays - - - - - 2.4x43m vizi

Tactile Paving ■ ■ ■ ■ ■

Rev A.



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UK Land Development Ltd**

Project
Cromwell Lane, Coventry

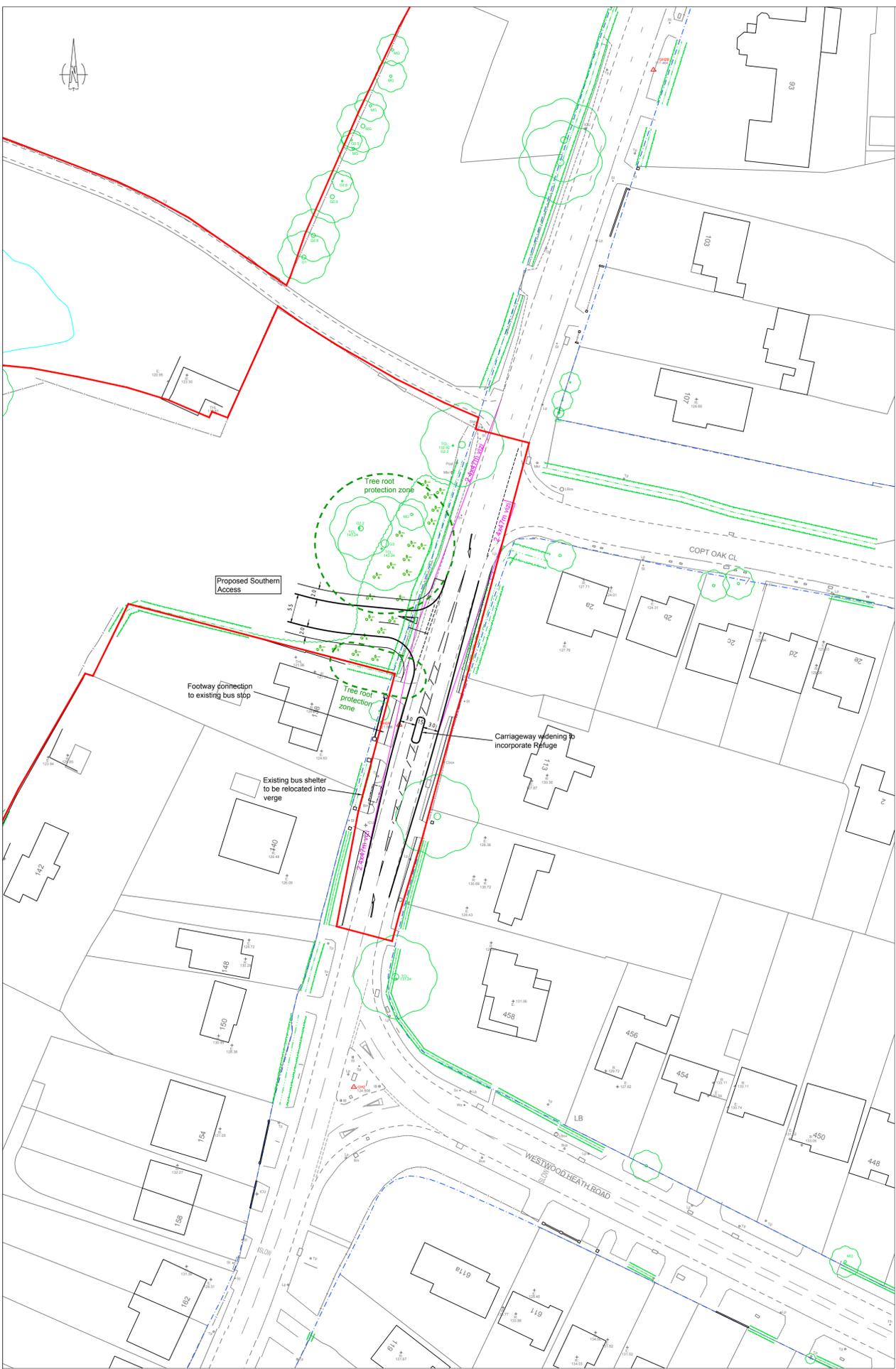
Drawing
**Alan Higgs Way
Ped / Cycle Access**

Drawn by JL Date: May 16 Scale: 1:200 @ A1

Drawing No. **2082-02** Revision -

Drawing Status:
These drawings have been produced with reference to the CDM Regulations 2015; Regulation 9.
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Client Duties:
The client is directed to Regulation 4 of the CDM 2015 Regulations: Client duties in relation to managing projects



Notes.

Dimensions shown are in metres unless stated otherwise.

Road markings & traffic signs are to be in accordance with 'The Traffic Signs Regulations and General Directions 2002'

Tactile paving is to be in accordance with 'Guidance on the use of tactile paving surfaces 2007'

The design shown is aligned with Ordnance Survey ProMap data and not topographical survey data. Dimensions will require verification on site.

Visibility Splays shown are taken from 'MFS'

Key

Highway Boundary	
Site Boundary	
Visibility Splays	2.4x43m vizi
Tactile Paving	

Rev A.

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Project
Cromwell Lane, Coventry

Drawing
Proposed Access Points

Drawn by JL	Date: June 16	Scale: 1:500 @ A1
Drawing No. 2082-01	Revision	

Drawing Status:
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Client Duties:
The client is directed to Regulation 4 of the CDM 2015 Regulations: Client duties in relation to managing projects

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Planning Committee Report	
Planning Ref:	OUT/2017/2879
Site:	Union Place, Land north of No. 2 Union Place
Ward:	Longford
Applicant:	Mrs Kaur
Proposal:	Outline application for the erection of two residential dwellings; seeking permission only for access, all other matters are reserved.
Case Officer:	Shamim Chowdhury

SUMMARY

The outline planning application seeks permission for the erection of two dwellinghouses with access from Union Place. Union Place is a narrow un-adopted road off Sydnal Road connecting to Isambad Drive via a narrow path. Isambad Drive is small residential court yard style Cul-de-Sac off Oban Road to the north of Union Place. The indicative plans show the properties to be detached and two storeys in height with each of the houses having 4 bedrooms, including one in the attic using roof light on the rear roof slope. The plans indicate that both of the houses would have at least two parking spaces and rear garden. The appearance, scale and landscaping element of the proposal are reserved and not part of this application.

This application has been submitted following refusal of the last application which was also an outline application for the erection of 4 dwellings, access only for consideration. The last application was refused because the site was inadequate to provide satisfactory onsite parking and manoeuvring area. One of the proposed dwellings on the south end of the site would have had insufficient amenity areas and would have been overlooked from No. 2 Union Place with potential visual intrusion to the occupiers of No. 2 Union Place. This current scheme has been amended since its original submission to achieve a satisfactory residential environment given the constraint of the site. The number of houses has been reduced to 2 from 4 and both new dwellings would be set back from Union Place as well as set further away from the dormer windows of No. 2 Union Place, a converted residential dwellinghouse.

The proposal would be a windfall residential development and compatible with the surrounding residential properties. It is considered that the development would not have significant adverse impact on highway safety nor would it affect the adjoining neighbouring amenities. The site is in a sustainable location with good access to facilities and the proposal is considered acceptable. The development would also assist in delivering the city's housing needs although the number of houses is minimal. The new Local Plan 2016 recognises that the windfall sites will have an important role towards meeting required housing target.

KEY FACTS

Reason for report to committee:	Representations from more than 5 properties and a petition against the proposal sponsored by Cllr Harvard
Current use of site:	Overgrown vacant plot of land
Number of dwellings:	2 detached dwellings
Car parking:	2 spaces for each houses

Access:	Vehicular access from Union Road; pedestrian accesses from Isambad Drive as well as Union Place.
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RECOMMENDATION

Planning committee are recommended to grant planning permission subject to conditions.

REASON FOR DECISION

- a) The proposal is high quality design improving the character of the area
- b) The proposal will not adversely impact upon highway safety
- c) The proposal will not adversely impact upon the amenity of neighbours
- d) The proposal accords with Policies DS3, H3, H9, AC2, AC3 and EM1 of the Coventry Local Plan 2016, together with the aims of the NPPF.

BACKGROUND

APPLICATION PROPOSAL

Outline planning permission (with access only submitted for determination) is sought for the erection of two dwellings. Indicative plans show that the dwellings are 4 bed, detached, two-storey with the roof space to be used for 4th bedroom. The indicative site layout plan shows each dwelling to have at least two car parking spaces and a private garden area to the rear.

SITE DESCRIPTION

The application site is an overgrown plot of land broadly square in shape and covering an area of 640 square metres. The site fronts an un-adopted road which narrows into a path accessed between bollards separating Union Place from Isambard Drive. The surrounding area is predominantly residential. Residential properties are to the west, south and east and the Longford Baptist Church adjoins the site to the north. Further to the north there are various commercial uses including a lorry park.

PLANNING HISTORY

The recent planning application relevant to the site:

Application Number	Description of Development	Decision and Date
OUT/2017/1090	Erection of four residential dwellings (Outline application discharging access, all other matters reserved)	Refused 07/08/2017

POLICY

National Policy Guidance

National Planning Policy Framework (NPPF). The NPPF published in March 2012 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 promotes sustainable development and good design is recognised as a key aspect of this.

The National Planning Practice Guidance (NPPG) 2014, this 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 -2031.

Policies within the Local Plan that are relevant include:

- DE1 – Ensuring High Quality Design
- H3 – Provision of New Housing
- H9 – Residential Density
- DS3 – Sustainable development policy
- AC2 – Road Network
- AC3 – Demand management
- EM1 – Planning for Climate Change Adaptation
- EM5 – Sustainable Drainage Systems (SuDS)
- EM7 – Air Quality

SPG Design Guidelines for New Residential Development
SPD Delivering a more sustainable city

CONSULTATION

No Objections subject to conditions received from:

- Drainage and Flood risk
- Ecology
- Environmental Protection Officers (CCC)
- Highways (CCC)

No objections received from West Midlands Fire Service

Immediate neighbours and local councillors were notified by letters on 24 November 2017 and two site notices were posted on 29 November 2017.

7 letters of objection have been received against the initial proposal for the erection of 4 dwellings, raising the following material planning considerations:

- a) Loss of privacy and overlooking to neighbouring dwellings
- b) Concerns over the width of the access road for vehicles including refuse vehicles, there isn't enough room for additional vehicles to manoeuvre safely.
- c) Separation distance is inadequate with the neighbouring houses
- d) Increased volume of traffic will be dangerous to current and future residents as well as to pedestrians
- e) There are already parking problems in the area, the proposal would make the parking problem worse
- f) The proposal is not in keeping with the surrounding in terms of its design and density
- g) Concerns over Japanese Knotweed on the site
- h) Disturbance and pollution during construction
- i) The proposed dwellings will double the amount of the current residents in Union Place which is considered an overdevelopment of the small site and not to be in the interest and safety of the local community
- j) Loss of light to the church building

Within the letters received the following non material planning considerations were raised, these cannot be given due consideration in the planning process:

- k) Rights of way and ownership issue of Union Place, which is an unadopted road
- l) The proposed access is a footpath.

A 45 signature petition objecting to the application on the grounds that the density of the development is too high and it would be an overdevelopment which would increase the traffic causing danger to residents, pedestrians and public safety. The petition is sponsored by Cllr Harvard.

Following the submission of the amended scheme which is for the erection of 2 dwellings instead of 4, the residents were re-notified on 9th January 2018. On this occasion, 5 letters of objection have been received, the reasons for the objection are the same as the initial reasons stated above. Cllr Harvard supports the initial petition against the proposal.

Any further comments received will be reported within late representations.

APPRAISAL

The main issues in determining this application are principle of development, impact upon neighbouring amenity, character of the area and highway considerations.

Principle of development

Policy H3 of the Coventry Local Plan (CLP) 2016 deals with the provision of new housing. It states that new housing must provide a high quality residential environment which assists in delivering urban regeneration or contributes to creating sustainable communities and which overall enhances the built environment. This Policy clarifies suitable residential environments by stating that a suitable residential environment will include safe and appropriate access, have adequate amenity space and parking provision and be safe from environmental pollutants such as land contamination, excessive noise and air quality issues.

Policy H9 of the Coventry Local Plan 2016 is to ensure the appropriate density for residential developments and suggests that the proposal must make the most effective and efficient use of land whilst ensuring compatibility with the quality, character and amenity of the surrounding area.

The proposed site is a windfall site surrounded by residential properties and a church. The site is in a highly sustainable location being accessible by walking, cycling and public transport. The nearest bus stops are on Oban Road and Bedford Road and it is located in close proximity to a range of shops, amenities and services within the Longford Local Centre.

Whilst the site is fairly reasonable in size, it has constraints due to the tight relation with the surrounding residential properties. The proposed development has been revised and reduced the number of dwellings from four to two. The application seeks permission for access only with all other matters reserved. The relevant matters such as siting, layout, design, mass, scale and landscape for this proposal are subject to a reserved matters application and not part of the assessment of this application.

The indicative site plan and layout plan show that the proposed two dwellings fronting Union Place would be set back from Union Place and also set away from the southern boundary of the site. This is to provide satisfactory separation distances from the adjoining neighbouring houses and at the same, to create a quality residential environment for the future occupiers of the proposed houses. The indicative layout and site plan demonstrate that two dwellings can be accommodated on site whilst safeguarding adjoining neighbouring amenities. The indicative layout demonstrates a positive street frontage could be maintained and there would be sufficient private rear amenity space without affecting the appearance and character of the area. The proposal also shows that each dwellings would have at least two off-street parking spaces.

With regard to density, Policy H9 suggests that outside of the ring road a minimum of 35 dwellings per hectare (net) should be provided on previously developed land and on Greenfield sites the density should be minimum of 30 dwellings per hectare (net). In this instance, two dwellings on this application site would provide a density of around 31 units per hectare. This density is considered reasonable given that this is a windfall site and anymore houses would affect the existing neighbouring amenities.

It is therefore considered that the proposed site is capable of accommodating two dwellings and would be able to create an attractive residential environment for future occupiers. Therefore, the proposed residential development is considered acceptable in principle.

Impact on neighbouring amenity

The concerns raised by local residents are carefully noted. The revised scheme is considered acceptable in terms of separation distances and relationship with surrounding neighbouring houses. In order to protect the amenity of existing residents, the SPG recommends that a minimum distance separation of 20m be maintained between principal windows to the front/rear of properties. The SPG also indicates that where the side of a house is situated near to the rear of neighbouring properties, a minimum distance of 12m should normally be maintained between the side elevation of the new house and the rear elevation of the neighbours' properties and vice-versa. This is required to ensure that an acceptable degree of outlook and visual amenity is maintained and to prevent the new development appearing overbearing to the occupiers of neighbouring dwellings. Furthermore, Paragraph 17 of the NPPF seeks to protect the amenities of all existing and future occupants of land and buildings.

In this case the indicative plan shows that the distance between the rear elevation of the proposed dwellings and the houses on Bedworth Road is not only substantial but also in an angle. The distance is more than 50m. The front elevation of the new houses would not be directly opposite the front or rear elevation of any other neighbouring houses. The distance between the side elevation of the proposed house (shown as house no. 2 on indicative site plan) and rear elevation/dormer windows of adjacent house No. 2 Union Place is approximately 13m. In addition, the front elevation of the proposed house No. 2 is approximately 13m from the side boundary/rear garden of the other neighbouring house No.18 Isambad Drive. The rear garden of No. 18 Isambad Drive runs along the west side of Union Drive and is enclosed by a high level close boarded timber fencing. This arrangement together with the vehicular access that is located between these two properties would reduce any overlooking towards the rear amenity of No. 18 Isambad

Drive. There is a similar relationship with the existing rear bedroom windows of houses on Isambad Drive, as well as first floor rear windows of some houses on Sydnall Road overlook houses on Isambad Drive and Union Place. Therefore, it is not considered that there would be significant harm to the amenities of No. 18 Isambad Drive. Nevertheless, the detailed design will be considered during the assessment of the reserved matters application.

Concerns have been raised about additional noise and air pollution arising from the new dwellings, some impacts are inevitable when new dwellings are built and these would not be so severe as to justify refusing the application on those grounds. However, an appropriate condition requiring submission of a construction management plan to demonstrate how impacts from dust, construction vehicles and plant and of noise are to be controlled and monitored in order to protect local air quality and local residential amenity.

Considering the proposal and indicative plans it is considered that two houses on this site could be accommodated so as they would not have detrimental impact on the neighbouring occupiers in terms of loss light, outlook, visual intrusion and loss of privacy to harm their living conditions.

It is considered that a condition removing all future developments (under permitted development rights) within the development site would be reasonable in order to retain satisfactory amenity areas of the neighbouring occupiers as well to ensure visual amenity of the area. The proposal is therefore satisfies Policies H9, DS3 and DE1 of CLP 2016

Character of the area

The NPPF and Policy DE1 both encourage high quality urban design. The NPPF states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Policy DE1 of CLP 2016 adds to this by stating that all development proposals must respect and enhance their surroundings and positively contribute towards the local identity and character of an area. Furthermore, Policy H9 of CLP 2016 states that the density of development should represent the most effective and efficient use of land whilst ensuring compatibility with the quality, character and amenity of the surrounding area. The design element would be considered in terms of the enhancement of the character and quality of the local environment; the relationship between buildings and spaces; and building details such as proportion, massing and materials.

With the current submission being an outline application with access only for consideration, the detailed design, layout, mass and scale of the proposed dwellings are not matters to consider in this instance. However, a general assessment is required to assess whether the proposed residential development would affect the established the character of the area.

The houses and built forms in the immediate vicinity vary significantly in terms of their design, layout and character. The height of the buildings are mainly two-storey and display a mixed architectural character. There are a number of commercial and industrial premises within close proximity as well as a church abuts the site. There is no strong or uniform building line in the immediate vicinity; the built form is similar to a court yard style development. Therefore, the addition of two houses in the area, either detached or semi-

detached would not affect the general character of the area. Whilst a detailed assessment would be required on a final design solution including layout, mass and scale, it is considered that it is possible to achieve a layout of the site which would fit in with the character of the area. The proposal therefore accords with Policy H3 and DE1 of the CLP 2016 for new dwellings.

Highway considerations

The proposed development would use the existing vehicular access to the site which is Union Place. Union Place is a narrow lane off Sydnall Road between No. 1 Union Place and No. 18 Sydnall Road runs towards the north. Union Place provides vehicular access to couple residential properties and pedestrian access to Isambard Drive including the Longford Baptist Church. Despite that the width of Union Place is fairly narrow and it's a single track road, this is an established vehicular access. Although there is a boundary fences/walls along both sides' of this access, they are not high enough to affect the visibility splay. These access arrangements are in accordance with standards and satisfactory to highways Officers. In addition, the new layout demonstrates that the width of 6 metres required for a vehicle to be able to reverse out of a parking space and be able to turn and continue in a forward gear will be achieved. On this basis the Highway Authority does not raise any objections to the proposals. It is unlikely that the proposal would affect the highway safety and free flow of traffic nor would it increase the demand on on-street parking in the area.

Policy AC2 of CLP 2016 recognises that the provision of car parking for a new development can influence the traffic generation congestion. It goes on to state that the occurrences of inappropriate on-street parking can block access routes for emergency, refuse and delivery vehicles, block footways preventing pedestrians' access, affect the street scene and could reduce visibility for motorists and pedestrians causing safety issues. The new development will therefore be expected to provide appropriate levels of car parking in order to address the above issues. Policy AC3 of the CLP 2016 states that 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.

Both proposed new dwellings would have direct vehicular and pedestrian access from Union Place. Indicative plan shows that each house will have two parking spaces. It is considered that the proposed parking spaces for the new development would be sufficient and would not have any additional impact on existing parking provision than that which already exists. Given the density of the development, road layout and parking provision within a small residential Cul-de-Sac, it is considered that the proposal would not have any demonstrable impact on the free flow of traffic and endanger highway safety. The proposal therefore accords with Policy AC2 and AC3 of the CLP 2016 for new developments.

Other considerations

Environmental Protection are satisfied with the proposal but recommended a condition requiring submission of an environmental noise assessment and mitigation measures as the site is close to the Baptist church and has a line of site to Oban Rd and the depot entrance where there are a number of HGV movements. The Environmental Protection recommended a site investigation in relation to land contamination as well as an assessment of the gas risks at the site. The historical maps show a number of buildings on this site and the site is within 250 metres of the former landfill at Oban Road. The

Environmental Protection Officer recommended conditions to minimise the impact of the development on air quality by installing electric vehicle charging points and gas boilers with Ultra Low NOx models. The site appears to have overgrown with Japanese Knotweed, a condition has been recommended requiring submission of detailed survey of Japanese Knotweed and if necessary appropriate mitigation measures.

The Ecologist considers that the development would result in a loss of biodiversity and this must be compensated through installing bird boxes and incorporating bat bricks in the proposed buildings. An appropriate condition has been recommended to compensate the loss of biodiversity of this site.

Concerns have been raised by the church about a loss of light. However, as this is not living accommodation and the primary windows to the church are not on the side elevation, the relationship of the development to the church is considered to be acceptable.

Conclusion

The application is considered acceptable in principle and the residential development is considered to be an appropriate use of a site. The proposed development is not considered to affect neighbouring amenity or highway safety. The reason for Coventry City Council granting planning permission is because the development is in accordance with: Policies DE1, H3, H9, DS3, AC2 and AC3 of the Coventry Local Plan 2016, SPG, together with the aims of the NPPF.

CONDITIONS/REASON

1. Details of the appearance of the building(s), landscaping of the site and the scale of building(s) (hereinafter called 'the reserved matters') shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out in full accordance with these reserved matters as approved.

Reason: *To comply with Article 3(1) of the Town and Country Planning (General Development Procedure) Order 1995.*

2. Application for approval of the reserved matters shall be made to the local planning authority not later than three years of the date of this permission.

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

3. The development to which this permission relates shall begin within three years of the date of permission or within two years of the final approval of the reserved matters, whichever is the later.

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

4. The reserved matters to be submitted in accordance with Condition 1 shall include details of the finished floor levels of all buildings, together with details of existing and proposed site levels on the application site and the relationship with adjacent land and buildings, and the development shall be carried out in strict accordance with these approved details or any subsequently approved amendments .

Reason: *To ensure sufficient information is submitted to demonstrate a satisfactory relationship between the proposed development and adjacent land and buildings in the interests of amenity in accordance with Policy DE1 of the Coventry Local Plan 2016.*

5. The development hereby permitted shall be carried out in accordance with the following approved documents: Topo Survey; Proposed plans 10657-10D.

Reason: *For the avoidance of doubt and in the interests of proper planning.*

6. The development shall proceed only in strict accordance with a construction method statement which shall be submitted to and approved in writing by the local planning authority. The approved statement shall be strictly adhered to throughout the construction period and shall provide for: measures to control the emission of noise, dust and dirt during construction; and details of construction hours.

Reason: *In the interests of highway safety and the amenities of the occupiers of nearby properties, the free flow of traffic and the visual amenities of the locality in accordance with Policies AC1, AC3, EM1 and DE1 of the Coventry Local Plan 2016.*

7. The development hereby permitted shall only be undertaken in strict accordance with a scheme of site investigation of the nature and extent of contamination within the application site that has been undertaken in accordance with a methodology which has previously been submitted to and approved in writing by the local planning authority. The results of the site investigation shall be made available to the local planning authority before any development begins. If any contamination is found during the site investigation, a report specifying the measures to be taken to remediate the site to render it suitable for the development hereby permitted shall be submitted to and approved in writing by the local planning authority. The site shall not be occupied until remediation measures have been carried out in full accordance with such approved details and a soil validation report has been submitted to and approved in writing by the local planning authority.

Reason: *To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled water, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy EM6 of the Coventry Local Plan 2016.*

8. Before the development hereby permitted commences a survey of the levels of landfill gas emanating on and at the boundaries of the site, together with suitable measures for the protection of any proposed building(s) from the ingress of landfill gas, shall be submitted to the local planning authority. If the local planning authority determine that such protection measures are necessary, the development shall only be carried out in full accordance with a scheme of protection measures which have

been submitted to and approved in writing by the local planning authority and once provided such measures shall not be removed or altered in any way without the prior written approval of the local planning authority.

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

9. No part of the development hereby permitted shall be commenced until a Japanese knotweed survey is undertaken, and if identified on the site a treatment plan to eradicate the plant must be submitted to the Local Planning Authority for approval.

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

10. Prior to commencement of development, an Environmental Noise Assessment shall be undertaken to demonstrate that internal noise levels within the dwelling can conform to the recommendations laid out in BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' together with a detailed plan of any mitigation measures required. All recommended mitigation measures shall be implemented in full prior to the first occupation of the dwelling and shall be retained thereafter.

Reason: *To ensure a satisfactory residential environment for future occupiers, in accordance with Policies EM1, H3 and DE1 of the Coventry Local Plan 2016.*

11. Prior to commencement of development, the following information shall be submitted to and approved in writing by the local planning authority:
- i. A provisions must be made for the drainage of the site to ensure there are no temporary increases in flood risk, on or off site, during the construction phase..
 - ii. All 'within building plot' drainage must be considered for the incorporation of water re-use systems, such as grey water harvesting, to manage down both peak and total rainfall runoff discharging to sewer systems, watercourses and groundwater.
 - iii. The development must be considered for the implementation of permeable paving for the management of total surface water flows, and water filtering in accordance with Coventry City Council's adopted Supplementary Planning Document for 'Delivering a More Sustainable City'.
 - iv. Evidence to show the management of overland flow routes in the event of exceedance or blockage to the drainage system. Details should include demonstration of how the building will be protected in such an event.
 - v. Provisions must be made for the drainage of the site to ensure there is no discharge of surface water to the Public Highway.
 - vi. Where new or redevelopment site levels result in the severance, diversion or the reception of natural land drainage flow, the developer shall intercept these flows and discharge these by a method approved by the Local Planning Authority.
 - vii. Foul drainage plans.

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 Policies EM4 and HW1 and DS3 of the Coventry*

Local Plan 2016.

12. Any landscaping (other than the planting of trees and shrubs) including boundary treatment, paving and footpaths referred to in condition one shall be completed in all respects, with the exception of tree(s) and shrub(s) planting, within the first planting season following the first use of dwellings and the tree(s) and shrub(s) shall be planted within six months of that first use. Any tree(s) or shrub(s) removed, dying, or becoming in the opinion of the local planning authority seriously damaged, defective or diseased within five years from the substantial completion of the scheme shall be replaced within the next planting season by tree(s) or shrub(s) of similar size and species to those originally required to be planted. 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: *To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policies GB1, GE1, DE1 and HE2 of the Coventry Local Plan 2016.*

13. The dwellings shall not be occupied unless and until the access, car parking and manoeuvring areas indicated on the approved drawings have been provided and thereafter those areas shall be kept marked out and available for such use at all times

Reason: *To ensure adequate off-street car parking and servicing facilities in the interests of both highway safety and visual amenity in accordance with Policies AC1 and AC3 of the Coventry Local Plan 2016.*

14. Any gas boilers installed on the site shall achieve a dry NO_x emission rate of <40mg/Kwh

Reason: *To mitigate the impact of the development upon air quality, in accordance with Policy EM7 of the Coventry Local Plan 2016.*

15. Prior to occupation of the dwellings, one electric vehicle recharging point shall be provided to each dwelling and shall be retained and maintained thereafter.

Reason: *To reduce the impact of the development on air quality in accordance with Policy EM7 of the Coventry Local Plan 2016.*

16. No part of the development hereby permitted shall be commenced until a scheme for the provision of bird boxes to be erected on the new buildings and bat bricks to be incorporated in the new buildings, has been submitted to and approved in writing by the local Planning Authority. The scheme to include details of box type, location and timing of works. Thereafter, the boxes and bricks shall be installed and maintained thereafter.

Reason: *To safeguard the presence and population of a protected species in line with UK and European Law, The Conservation of Habitats and Species Regulations 2010 and Policy GE3 of the Coventry Local Plan 2016.*

17. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no further development shall take place within the curtilage of any dwellinghouse hereby permitted without the prior written approval of the local planning authority.

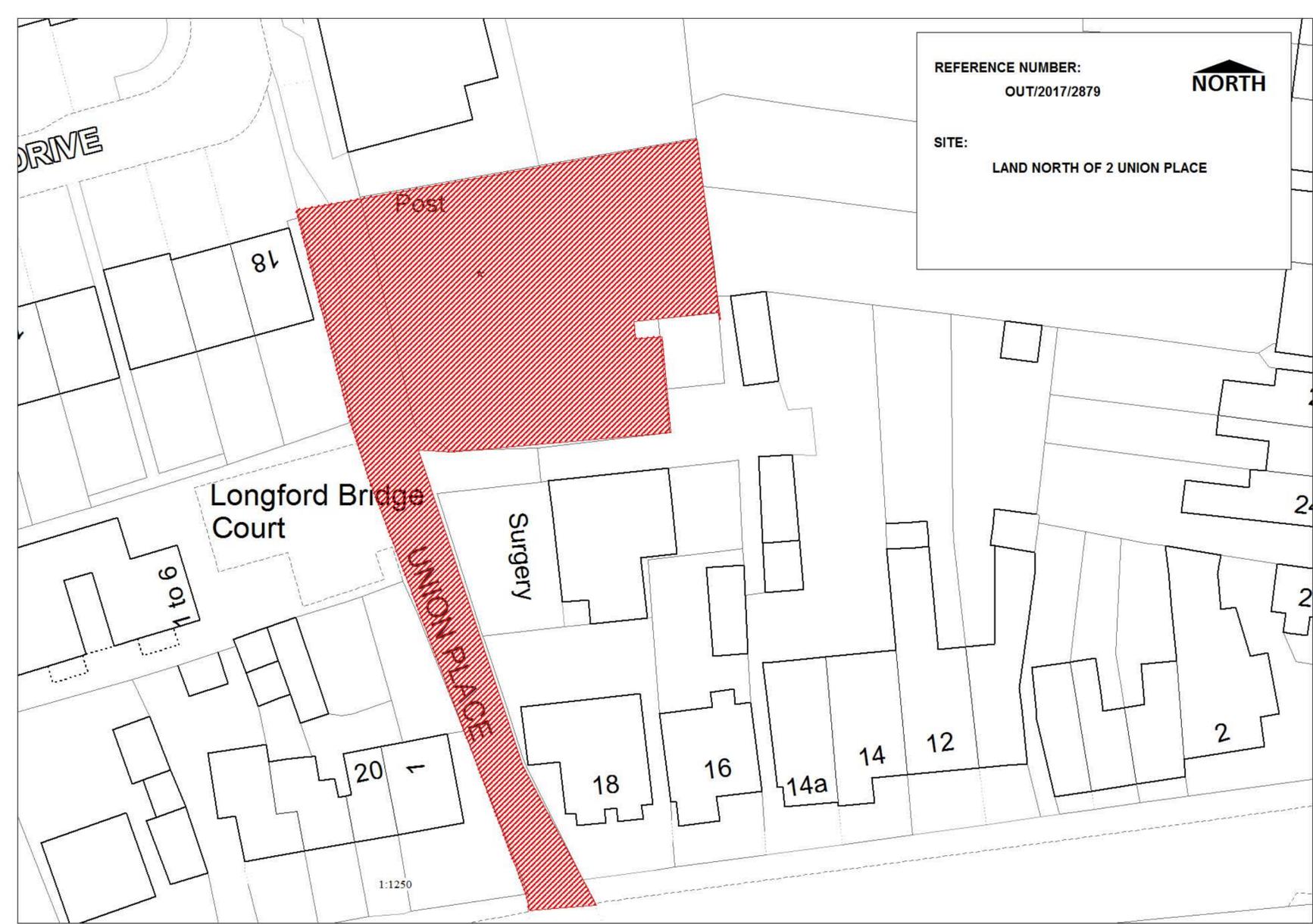
Reason: *That due to the restricted nature of the application site and its relationship with adjoining properties it is considered important to ensure that no additional development is carried out without the permission of the local planning authority in accordance with Policies H9 and DE1 of the Coventry Local Plan 2016.*

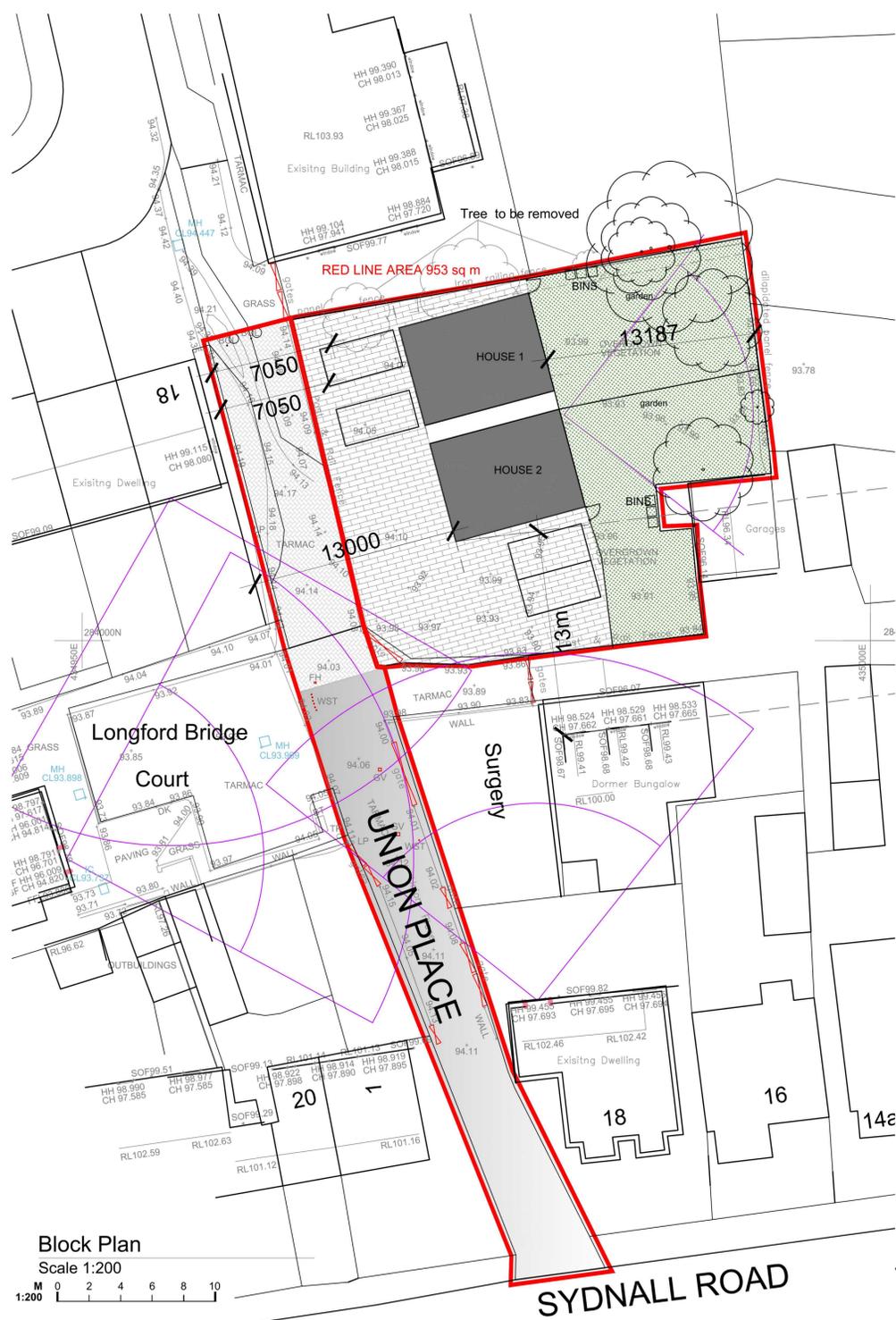
[Location, Block and Proposed Plan](#)

REFERENCE NUMBER:
OUT/2017/2879

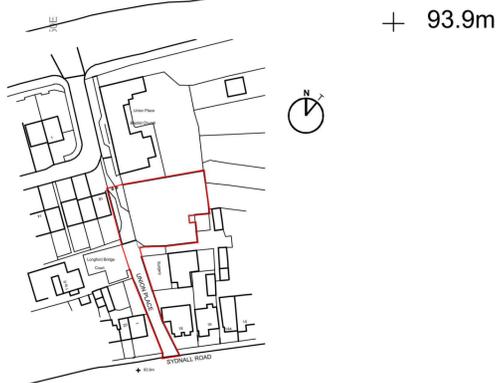
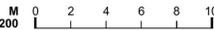
NORTH

SITE:
LAND NORTH OF 2 UNION PLACE

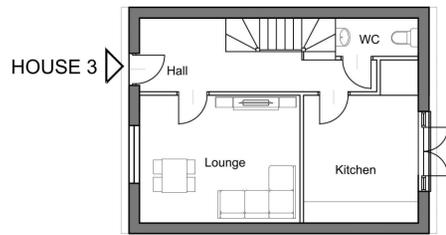
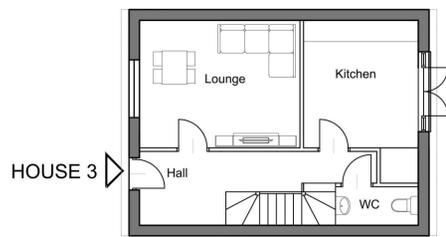




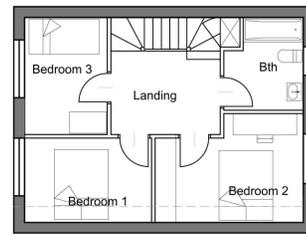
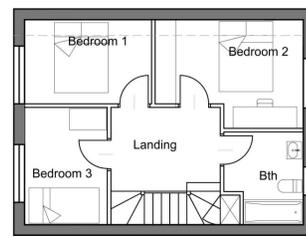
Block Plan
Scale 1:200



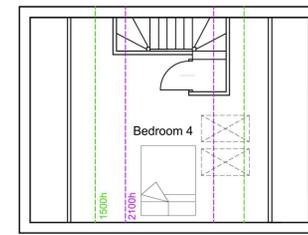
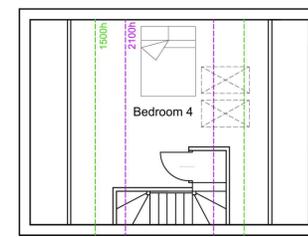
Location Plan
Scale 1:1250



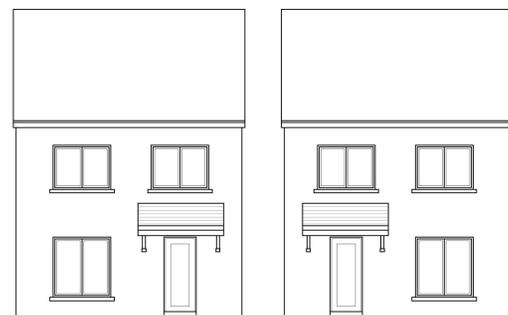
Ground Floor Plan
Scale 1:100



First Floor Plan
Scale 1:100



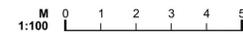
Attic Floor Plan
Scale 1:100



Front Elevation
Scale 1:100

13 m

Existing Building



LAYOUT AND FLOOR PLANS INDICATIVE ONLY

GENERAL NOTES

1. For the purpose of design development and construction this drawing must not be scaled and only written or calculated dimensions used.
2. Any errors or divergences should be referred to the originator.
3. All dimensions to be checked on site.
4. All drawings are to be read in conjunction with the relevant consultants drawings, schedules, and specifications.

D	08/01/18	2 houses scheme	KHK	LP
C	04/01/18	Layout amended 12m separation	SK	LP
B	20/12/17	Apartment omitted	KHK	KHK
A	13/11/17	Revision to address LA comments	KHK	KHK
-	25/04/17	Outline application submission	KHK	KHK
REV.	DATE	ISSUE DESCRIPTION	DRAWN	CHECKED

tyler parkes
Planning and Architecture.

66 Stratford Road, Shirley, Solihull B90 3LP
0121 744 5511
www.tyler-parkes.co.uk

PROJECT
3 RESIDENTIAL DWELLINGS

CLIENT
K. Kaur

ADDRESS
Union Place, Coventry
CV6 6BT

DRAWING NAME
Location and Block Plans
Proposed Floor Plans and Elevations

STATUS STAGE 1	SCALE AS INDICATED	SHEET A1
PROJECT NO. 10657	DRAWING NO. 10	REVISION D

Planning Committee Report	
Planning Ref:	FUL/2017/2239
Site:	The Old Dairy Crest Site, Harper Road
Ward:	St Michael's
Applicant:	Crosslane Group
Proposal:	Demolition of existing Dairy Crest Distribution Depot with the erection of a three to six-storey student residential building containing 50 cluster flats totalling 266 student bedrooms with associated amenity space, communal facilities, cycle parking and landscaping
Case Officer:	Mary-Ann Jones

SUMMARY

The application proposes to demolish the existing Dairy Crest Distribution Depot which has been vacant for approximately 5 years and replace it with high quality student accommodation. The building will be a mixture of 3, 5 and 6 storeys with the 3 storey element fronting Harper Road, opposite existing residential properties. The 6 storey element will front the River Sherbourne and the 5 storey element will provide a link to the 3 storey block. A total of 266 student bedspaces will be provided.

The proposal will not have a significant adverse impact on neighbour's amenity or highway safety and overall will provide an improvement to the character of the area.

KEY FACTS

Reason for report to committee:	Representations from more than 5 properties
Site area:	0.31 ha
Height of building:	3 storey section Harper Road, 6 storey section fronting the River Sherbourne and 5 storey middle section
Number of students:	266
Number of car parking spaces:	2
Number of cycle parking spaces:	132
Proposed materials:	Brickwork proposed for lower storeys and bronze metal cladding for upper storeys
Unilateral Undertaking:	£26,129.00 towards NHS Trust and securing the tenure for students only
Benefit	Creation of 5 metre wide combined foot and cycle path

RECOMMENDATION

Planning committee are recommended to grant planning permission subject to conditions and the completion of a Unilateral Undertaking seeking the contribution towards NHS Trust and securing the tenure for students only.

REASON FOR DECISION

- The proposal is high quality design improving the character of the area.
- The proposal will not adversely impact upon highway safety

- The proposal will not adversely impact upon the amenity of neighbours. The proposal accords with Policies DS1, DS3, HW1, JE3, H1, H10, GE3, DE1, HE3, AC3, AC4, EM1, EM2, EM3, EM4, EM5 and EM6 of the Coventry Local Plan, 2016, together with the aims of the NPPF.

BACKGROUND

APPLICATION PROPOSAL

Planning permission was granted last year for a very similar scheme in terms of the form, massing and layout of the site. The previous application provided 200 student bedspaces however this current application proposes 266 student bedspaces which will be provided in cluster bedrooms. The overall footprint and height of the proposed building has been slightly reduced. The difference between the proposed scheme and the approved scheme is that the current proposal is solely for cluster flats. The approved scheme included 1 bedroomed studios which took up a greater floorspace.

At ground floor level to serve the student accommodation is a common room, plant and management office. At ground floor level is the cycle store. The common room will be the heart of the development with access from both Harper Road and off the Riverside Walk fronting the River Sherbourne.

The scale of the proposal varies with the block fronting the River Sherbourne being 6 storeys, the block fronting Harper Road being 3 storeys and the middle block being 5 storeys. The scale reduces in height and mass towards Harper Road to reflect local context. Following the granting of the previous approval for student accommodation, the mass of the section of the building fronting Harper Road has been reduced as part of the building has been pulled further back from Harper Road. The rear elevation of the building facing onto the River Sherbourne originally proposed a canopy design feature. This has also now been removed.

Materials proposed are varied and include red brickwork and bronze metal cladding. The site has been designed to ensure that the building provides a built form to Harper Road in order to replicate the existing dwellings opposite the site. Vehicular access to the site is gated and located along Harper Road, centrally positioned within the site frontage. 2 parking spaces are provided for staff and visitors within the internal courtyard of the development. The cycle store, comprising secure storage for 132 cycles, is proposed on the ground floor of the development, accessible from this internal courtyard.

The application is supported by the following documentation:

- Design and Access Statement
- Noise Assessment
- Ground Investigation
- Policy E8 Justification
- Ecological Assessment
- Flood Risk Assessment
- Statement of Community Involvement
- Air Quality Assessment
- Student Management Plan
- Transport Assessment

- Energy and Sustainability Assessment
- Planning Statement
- Unexploded Ordnance Survey
- Japanese Knotweed Survey

SITE DESCRIPTION

The site is located on Harper Road, approximately 300m from the Ring Road and 100m from Coventry University. The site was previously occupied by Dairy Crest however it has been vacant for approximately 5 years. The existing building on site is a large barrel roofed warehouse with multiple flat roofed extensions. The existing site is not aesthetically pleasing to view from the adjacent residential properties.

Immediately to the north of the application site is a tyre repair centre. Beyond this sits the edge of the Coventry University campus, with its car park, library and engineering building. The area directly adjacent to the east and south of the site are industrial units with some commercial uses. Beyond the industrial units to the east and south lie residential properties. To the North West and west of the site are traditional two storey residential properties. A number of these residential properties are houses in multiple occupation (HMO's) and are occupied by students.

Harper Road is relatively narrow which does not lend itself to large industrial vehicles. The majority of the dwellings along Harper Road do not have dedicated off road parking.

PLANNING HISTORY

There have been a number of historic planning applications on this site; the following are the most recent/relevant:

Application Number	Description of Development	Decision and Date
FUL/2016/1257	Demolition of existing Dairy Crest Distribution Depot with the erection of a new 4, 5 and 7 storey building comprising of 3, 4, 5, 6 and 7 bedroom clusters and studio totalling 225 students bedroom with associated communal facilities, car parking, cycle parking and landscaping	Withdrawn 15/08/2016 (To allow negotiations to take place with the design of the scheme)
FUL/2016/2087	Demolition of existing Dairy Distribution Depot with the erection of a new 3/5/6 storey building comprising of 3/4/5/6/7 bedroom clusters and 1 bedroom studios totalling 200 student bedrooms, with associated communal facilities, car parking, cycle parking and landscaping (revised scheme)	Approved 03/10/2016
FUL/2016/3054	Partial demolition of existing building and change of use to B1 offices	Approved 01/02/2017

POLICY

National Policy Guidance

National Planning Policy Framework (NPPF). The NPPF published in March 2012 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 promotes sustainable development and good design is recognised as a key aspect of this.

The National Planning Practice Guidance (NPPG) 2014, this 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 -2031.

Policies within the Local Plan that are relevant include:

- Policy DS1 – Overall Development Needs
- Policy DS3 – Sustainable Development Policy
- Policy HW1 – Health Impact Assessment (HIA)
- Policy JE3 – Non-Employment Uses on Employment Land
- Policy H1 – Housing Land Requirements
- Policy H10 – Student Accommodation
- Policy GE3 – Biodiversity, Geological, Landscape and Archaeological Conservation
- Policy DE1 – Ensuring High Quality Design
- Policy HE3 – Charterhouse Heritage Park
- Policy AC3 – Demand Management
- Policy AC4 – Walking and Cycling
- Policy EM1 – Planning for Climate Change Adaption
- Policy EM2 – Building Standards
- Policy EM3 – Renewable Energy Generation
- Policy EM4 – Flood Risk Management
- Policy EM5 – Sustainable Drainage System (SuDS)
- Policy EM6 – Redevelopment of previously Developed Land
- Policy EM7 – Air Quality

Supplementary Planning Guidance/ Documents (SPG/ SPD):

SPG Design Guidelines for New Residential Development

SPD Delivering a more sustainable city

CONSULTATION

No Objections subject to conditions received from:

Ecology

Drainage (CCC)

Environmental Protection (CCC)

Highways (CCC)

Urban Design (CCC)

Conservation (CCC)

University Hospitals Coventry and Warwickshire NHS Trust

Sustainability

Environment Agency (previous objection withdrawn)

Immediate neighbours and local councillors have been notified; a site notice was posted on 19/10/2017. A press notice was displayed in the Coventry Telegraph on 19/10/2017.

12 responses have been received from 10 addresses

8 letters of objection, from 6 addresses have been received, raising the following material planning considerations:

- Acknowledge that there have been minor reductions to the size of the proposed building from the previous application however the 6 storey building is not in keeping with the houses on the opposite side of Harper Road.
- The proposed number of students will affect the population density of the area significantly.
- The site is an industrial site. To be converted to residential land it must be demonstrated that the site cannot be used for industrial purposes. There has been little attempt to use or market this site for employment.
- There is big demand in the area for affordable housing for non-students. This development does not enhance or preserve the mix of housing.
- Concern about level of noise and general disturbance from 266 students.
- Pressure on existing drainage system.
- Pressure on levels of car parking.
- Potential impact upon ecology.
- Impact upon privacy of residents opposite the application site.
- Potential issues with anti-social behaviour.

4 letters of support, from 4 addresses have been received raising the following material planning considerations;

- The building will free up housing for local families
- Will help prevent anti-social behaviour
- The scheme will help to regenerate a run-down area
- Will create a new Riverside Walkway without any need for funding from the council.

The Historic Coventry Trust have objected to the application on the following grounds;

- Concerns over the cycle and pedestrian link to the Heritage Park as the area shown on the plans includes a steep bank with mature landscape that leads up from the river to the boundary of the existing building;
- Sunlight is very important to the river health and to ecology. The height of the proposed building would put the river almost perpetually in shadow over a 55m stretch.
- The potential for retention of employment use at the site is very real as there is a high level of demand for offices in this location. It removes a site for digital creative industries in exactly the location where it is needed and creates a precedent that will make it impossible to create a digital creative cluster along the riverside. The loss of the city by not tapping into the growth of the digital sector will be highly significant in jobs growth, attracting new businesses, existing businesses and graduate retention.

At the time of writing this report a further public consultation period was due to begin because revised plans relating to the combined foot/cycle path have been received. This consultation period will run for 10 days commencing on 01/02/2018 and ending on 11/02/2018.

Any further comments received will be reported within late representations.

APPRAISAL

The main issues in determining this application are principle of development, design, impact upon neighbouring amenity, highway considerations, noise and air quality flood risk, contaminated land, sustainability archaeology and ecology and biodiversity.

Principle of development

The principle of student accommodation on this site has been accepted by the granting of planning permission (Ref 2016/2087).

At the heart of the NPPF is a presumption in favour of sustainable development and this report will demonstrate that the proposal is acceptable after consideration of a number of key issues and therefore the proposal is considered to accord with the aims of the NPPF.

Policy DS1 of the Local Plan state that except where specific proposals are shown on the proposals map, the general Policies of the plan will apply and developments should be compatible with nearby uses.

Accessible Location

The proposed development sits adjacent to the City Centre boundary as defined by the Local Plan and is located in a highly sustainable location that is accessible by public transport (bus and train) and within walking distance of Coventry University and City Centre shops. It therefore supports the aims of Policies DS3 and AC1 of the Local Plan, which, encourages development to be planned in accessible locations and promote alternatives to the use of the private car.

Regeneration benefits

The Local Planning Authority welcomes the proposed development which offers strong regeneration benefits by redeveloping a previously developed site in close proximity to the City Centre which has been unoccupied for a number of years and providing uses appropriate to this City Centre location which will add vibrancy to the locality. It is hoped that the development will also act as a catalyst for further re-development of other nearby sites.

Principle of student accommodation

The NPPF recognises the importance of providing a supply of housing and paragraph 49 states that housing applications should be considered in the context of the presumption in favour of sustainable development. The proposal is considered to constitute sustainable development and whilst not a traditional 'residential' use, would help deliver the housing needs of the city. The proposal in this regard can therefore be considered to be in harmony with the NPPF.

Policy H3 and H10 of the Local Plan states that there should be a range of housing which is accessible for all existing and proposed citizens. This housing should be of a

satisfactory size and condition and within a high quality residential environment. Whilst the size and condition of residential properties is a matter for other legislation, the development will provide attractive residential accommodation suitable for students and will alleviate the demand for residential housing within existing residential areas, thus freeing up traditional family housing for local people. It is considered the site is located within a highly sustainable location within the City Centre and nearby Coventry University and therefore it is considered that the proposal accords with the Local Plan Policies H3 and H10

An objection has been received on the basis of the scheme catering for students and not providing affordable family housing for local people. Policy H10 aims to specifically free up housing for local people by encouraging the development of purpose built student accommodation. It is therefore considered the scheme wholly complies with aims of Policy H10 and supports the overall development plan objectives to free up family housing for local people.

Policy H5 highlights that priority for new housing should be given to the re-use of previously developed land and buildings. The proposed development complies with this Policy as the application site is previously developed land and the proposal would provide high density living accommodation on a site within close proximity to the City Centre which is also likely to alleviate pressure on traditional family housing in areas near to the City Centre which may currently be or otherwise be occupied by students in the future.

A number of objectors have raised concerns with the need for more student accommodation. As the University grows, so does the need to provide high quality accommodation. The aim of purpose built student accommodation is to try to free up dwellings which have been converted to houses in multiple occupation within established residential areas.

Loss of employment land

The NPPF Paragraph 22 states that: "Planning Policies should avoid the long term protection of sites allocated for employment uses where there is no reasonable prospect of a site being used for that purpose.....Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities".

Policy JE3 of the Local Plan also refers to paragraph 22 of the NPPF and advises that the loss of employment land may be acceptable if the land is no longer suitable for employment uses bearing in mind their physical characteristics, access arrangements and/or relationship to neighbouring land uses.

Following the granting of the previous consent for student accommodation, a planning application to demolish part of the building and change the use of the building to offices was submitted. Planning permission (reference FUL/2016/3054) was granted in February last year. This consent has not been implemented. Whilst planning permission was granted for an office scheme, the owner's intention is to redevelop the site for student accommodation for either 266 student bedspaces under the current application or the fall-back position of the approved scheme. The fall-back position is slightly larger and

does not provide the additional benefit of the widened Heritage Walkway that is currently proposed under this proposal.

It is acknowledged that Historic Coventry Trust have objected to the proposal on the basis that there is real potential for employment use at the site. Given that the applicants for application 2016/3054 (which approved partial demolition of existing building and change of use to B1 offices) are not the owners of the site, there is no real potential for this site coming forward.

Given the location of the application site, outside of the commercial core, within a predominately residential area and having poor road access, it is considered that the site is not ideal for office or industrial uses. On this basis, and bearing in mind the City Council's desire to see the site and area redeveloped and regenerated, the loss of employment land in this instance is considered to be acceptable. Overall, the proposal is considered to be acceptable in principle subject to the detailed considerations outlined elsewhere in the appraisal section of this report.

Design

The Design and Access Statement sets out the design rationale of the development and provides computer generated images of the development, details of the design evolution and the rationale behind the design.

Policy DE1 of the Local Plan require development to be of good design whilst Policy H9 also seeks to ensure that development is appropriately designed. The NPPF further emphasises the importance of good design with paragraph 56 highlighting that good design is a key aspect of sustainable development and is indivisible from good planning.

Officers consider the development, which has evolved further following the approval of the previous student scheme, to be of a high standard of design that will have a positive impact upon the appearance of the local area and city as a whole as its prominent location and scale means that it will be viewed by residents and visitors to the City Centre. The principle changes involve;

- A reduction in the mass of the southern section of the building fronting the properties in Harper Road;
- A reduction in the overall height of the section fronting Harper Road by 0.3m;
- A reduction in the overall height of the middle section of the building by 0.3m; and;
- A reduction in the height of the section of the building fronting the River Sherbourne by 0.4m
- A 5 metre combined cycle/ footpath running parallel with the River Sherbourne.
- Removal of the sloping canopy feature at ground floor, fronting the River Sherbourne.

It is considered that designing the building so that it fronts Harper Road provides a development which is of a more appropriate in scale when viewed against the existing residential properties within Harper Road. It also provides a dynamic street frontage, vastly improving the visual appearance of the site.

There are three distinct sections to the building, 1) fronting Harper Road, 2) fronting the

River Sherbourne and 3) the middle section. The section of development fronting Harper Road is 3 storeys with the eaves of the proposed building being only marginally higher than the dwellings opposite. The section of the middle building is 5 storeys however there are no windows in the elevation which fronts Harper Road and this section is partly hidden from view by the frontage building. The roofline of this section varies representing the form of more historical industrial buildings within the local area.

It is considered that the proposed development sits comfortably within the surrounding environment, in particular, the existing residential properties opposite the site in Harper Road. Whilst the scale of the development increases towards to the rear of the site, this section is more in context with the River Sherbourne

Policy HE3 of the Local Plan, states that the Council will create a 'Heritage Park' in the grounds of the Charterhouse. This will include measures to improve linkages along the River Sherbourne between the Charterhouse and Far Gosford Street. The Policy goes on to state 'proposals to establish the park will be supported along with measures to improve heritage linkages to the area, and improve accessibility between the City Centre and the Charterhouse grounds. These should include a Riverside Walkway along the exposed section of the River Sherbourne, connecting Far Gosford Street with Charterhouse along Harper Road and Humber Avenue'.

The proposal has been amended to include a 5 metre wide combined footpath and cycle path, which runs to the eastern side of the application site parallel with the river Sherbourne and will link into the Riverside Walk proposal. There are no specific design guides in regard to the Riverside Walkway, however the submission provides a 5 metre wide path, which is in excess of the 3 metres required by Local Plan Policy in terms of highway design and does provide improved linkages along the River Sherbourne, in accordance with the above policy.

The Historic Coventry Trust have raised concerns over the cycle and pedestrian link to the Heritage Park as the area shown on the plans includes a steep bank with mature landscaping that leads up from the river to the boundary of the existing building.

The agents have provided an indicative section to illustrate how this river walkway may work. This illustrates that the building is set back from the top of the river bank and there is sufficient space to accommodate the 8 metre wide easement which is required by the Environment Agency for access for maintenance of the river, and the 5 metre wide combined foot/cycle path within this easement. The location of the top of the bank, although disputed by The Historic Coventry trust has been agreed with the Environment Agency, who are content the dimensions of the bank top measurement has been taken from the correct location. The location of the foot/ cycle path within the easement will require an additional license from the Environment Agency, however in principle the Environment Agency are happy with this approach. An informative note will be added to the decision notice, directing the developers to liaise with the EA directly on this matter.

It is considered that there is sufficient space to create a walkway within the application site which allows the potential to link to other sites and therefore complies with the aims and objectives of the Heritage Park and associated Riverside Walk contained within Policy HE3 of the Local Plan.

It is considered the scheme complies with Policy HE3 by creating a Riverside Walkway within the site boundary, along the River Sherbourne, allowing for future development of the riverside link from the historical Far Gosford Street to the new Charterhouse Heritage Park.

The proposed materials reflect the industrial heritage of the site in its material palette, with facing brickwork proposed for the lower storeys and bronze metal cladding for the upper storeys. The varying angles of the roof reflect an industrial aesthetic with bronze metal cladding and roofing. The roof/wall finish also maintains an industrial feel. The ground and first floor have been given a red blended mix brick finish to give a connection to the houses on Harper Road and is considered to be a complementary material to the bronze metallic cladding. The roof on the five storey block (the middle section) on both sides of the courtyard is covered in a green sedum roof, to help with surface water run-off.

One of the overarching aims of the development is to kick-start the wider development of this run down area. The site has been designed so as to not stifle the development of adjacent sites in terms of window positioning and the scale of the building. The agents have submitted an initial indicative masterplan of how the area could be developed, creating a Riverside Walk and connecting with the community around it. This is however not being assessed as part of this development.

It is considered that the scheme proposed is well designed and will provide a high quality development. The scale of the buildings is proportionate to the scale of development within the surrounding area in accordance with Policy DE1 of the Local Plan 2016.

Impact on neighbouring amenity

Paragraph 17 of the NPPF seeks to protect the amenities of all existing and future occupants of land and buildings. As indicated elsewhere in this report, the proposed uses are considered to be appropriate for their location and are compatible with other nearby uses. SPD 'Design Guidelines for New Residential Development' provides guidance for new residential development. The document provides useful guidance on distance separation although it is clearly written for family housing developments outside a City Centre location. Generally, a window-window distance separation of 20m+ is recommended where windows are clear glazed.

The closest residential properties to the application site are located to the west of the site, on the opposite side of Harper Road. The scheme has been redesigned to provide a built frontage to Harper Road bringing the development closer to the existing residential units on the opposite side of the road. There is a maximum of 21m and minimum of 19m from the front of the proposed student accommodation to the front elevation of the existing dwellings. The variation in distance is due to the location of the existing dwelling and the proposed building following the curve of Harper Road. This distance between the proposed building and the existing properties has increased due to the southern section of the building fronting Harper Road being pulled back from the highway. The proposed scheme therefore allows for a slightly increased distance between properties to that of the previously approved scheme.

Whilst it is appreciated that the distance between habitable windows does not meet the guidance in our SPD, given the edge of City Centre location and the relatively high density

of the terraced streets surrounding the site, it is considered that the distance is acceptable. In addition, from an urban design perspective, it was considered that a more acceptable design could be achieved by the building providing a frontage to Harper Road. This relationship is not different to nearby surrounding residential streets where the front elevation of dwellings face each other.

The height of the proposed building fronting Harper Road has been reduced in scale to ensure that it is more comparable to the existing two storey dwellings on the opposite side of Harper Road. The eaves line of the proposed student accommodation has been lowered and balconies have been removed.

The section of building fronting Harper Road has been designed to provide direct access from the highway to a number of units in order to create an active frontage along Harper Road and enliven the street.

Whilst the concerns of residents in relation to the increase of students within an established residential area are understood, it is considered that the location of the development on the edge of the City Centre, in close proximity to the University campus, public transport and shops, is ideal for student accommodation. On balance, given the design of the building, it is not considered that the proposed development will significantly impact upon the amenity of existing residents within the immediate area accordance with Policy DE1 Local Plan 2016.

Highways considerations

Policies AC1 and AC3 of the Local Plan relate to highway and transport matters including highway safety. The NPPF also promotes sustainable travel.

The site is within walking and cycling distance of a range of amenities, shops, bus stops providing services around the City, Coventry Railway Station and Coventry University and therefore accords with Policies AC1 of the Local Plan. The proposal is considered to accord with section 4 of the NPPF which encourages reductions in greenhouse gas emissions and congestion and also the use of sustainable modes of transport.

The applicant has submitted a Transport Statement. This highlights that the development will provide 2 parking spaces for staff and visitors. The report states that there will be no further provision for car parking due to the vicinity of the building to the City Centre and existing transport links. As the development is in such a sustainable location, as part of the tenancy agreement, there will be a 'no car' policy in place which prevents students bringing cars to the site.

Representations have raised concerns with the pressure on parking within Harper Road. Residents will still be able to park as they currently do. Harper Road is not wide enough to have parking on both sides of the road whilst still allowing enough space for vehicles to pass. Currently cars are parking on the forecourt to the site which is not authorised. Harper Road however provides parking for residents permit holders only and therefore no additional cars would be allowed to park on Harper Road without first obtaining a permit and permits are not provided for students as only residents who pay Council Tax are eligible to apply.

The application proposes 132 secure cycle spaces which was in accordance with the SPD. Appendix 5 of the new Local Plan states for student accommodation cycle provision should accord with 4 cycle spaces per 4 bedrooms, plus 1 per 20 bed rooms for visitors. This equates to 81 cycle spaces. The proposal seeks to provide 132 spaces which is in excess of the requirements of the Local Plan, however complies with the former SPD requirement due to the timing of the application coming forward. It is therefore considered the proposal is wholly in accordance with the requirement for cycle provision outlined in Appendix 5 of the Coventry Local Plan, 2016.

Servicing to the student accommodation will be directly from Harper Road as the previously approved scheme proposed.

In order to minimise the impact of the development upon the local highway network during construction, a construction management plan condition is proposed.

A Student Management Plan with regards to car parking and student drop off/ pick-ups has been submitted with the application. Arrival and departure times will be time allocated slots to avoid students arriving en-masse and causing on street parking and highway safety issues. This management plan will be secured by condition. It is therefore considered due to the careful management of student arrival and departures at the beginning and end of term times in accordance with the submitted management plan, the proposal will not cause harm to highway safety and should minimise any disruption to residents living within Harper Road. Highways Officers have reviewed the management plan and are satisfied with the provisions contained within it.

Flood Risk/drainage

Policy EM4 of the Local Plan states that development should be designed and located to minimise the risk of flooding and to maximise the absorption of surface water run-off by the ground. Mitigating flood risk is a core planning principle of the NPPF and paragraph 100 states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, it should be made safe without increasing flood risk elsewhere. The Flood Risk Assessment (FRA) forming part of the application highlights that the site is located within Flood Zone 1 and therefore there is a low risk of fluvial flooding. However due to the proximity of the site to the River Sherbourne, Environment Agency flood data has been requested and is addressed in the FRA

The Ground Investigation identified that the site does have quite high groundwater, ranging between 1m above ground level and 3m above ground level. It is concluded that there could be a risk of encountering groundwater during the construction phase. This was also highlighted when the previous application was approved.

Surface water flood risk mapping has been prepared by the Environment Agency. It shows that the site is at some risk of surface water flooding. The site itself is shown to fall within an area which is generally at very low risk of flooding, with low and medium risk of surface water flooding in the northwest quarter of the site. The mapping shows that there is a low point along Harper Road outside the site, where flows of runoff from high risk events could pond, which could affect access and egress to the site. The development plan shows the site has been designed to ensure residential dwellings are well removed

from the areas at high risk of surface water flooding and finished floor levels should be raised 150mm above the existing ground levels to reduce residual risk.

The FRA demonstrates that the proposed development is not at significant flood risk, subject to the recommended flood mitigation strategies being implemented. The Drainage Team have confirmed they have no objection to the proposal subject to a number of conditions being attached to any planning consent.

The Environment Agency raises no objections to the proposal. However have advised that an additional license will be required for the construction of the combined foot/cycle path within the 8m easement zone adjacent to the River Sherbourne. An informative is added to advise the applicant of this information.

Noise and Air Quality

Policy H3 (Provision of new housing) of the Local Plan states that a suitable residential environment will include safe and appropriate access, have adequate amenity space and parking provision and be safe from environmental pollutants such as land contamination, excessive noise and air quality issues.

Paragraph 129 of the NPPF also seeks to prevent new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability.

Policy EM7 (Air Quality) states that where damage to air quality cannot be satisfactorily mitigated, development will not be permitted. Paragraph 124 of the NPPF also seeks to ensure that development within Air Quality Management Areas (which includes the whole of Coventry) is not harmful to air quality.

The submitted Air Quality Assessment states that the basic hierarchy principles of determining appropriate mitigation measures for a development scheme are as follows;

1. Preventing and avoiding – if possible, prevent or avoid exposure to the pollutant by isolating or removing potential sources through the design process.
2. Reduction and minimisation – all options for avoiding exposure and preventing exposure should be then implemented.
3. Off-setting – compensating for impact associated with the new development by contributing to air quality improvement elsewhere.

As there are no exceedances in air quality, no embedded mitigation into the scheme design is considered to be required. It is not proposed to impose vehicle charging point as the scheme will be car-free.

The submitted Noise Assessment recommends that specific glazing/vent configurations are followed for bedrooms, dining rooms and living rooms within the building in order to meet internal noise criteria. It is noted that the internal guideline criteria for habitable rooms will only be achieved if the windows are closed.

The Council's Environmental Protection team supports the approaches taken in the Noise Assessment. A number of conditions are recommended to ensure conformity with Policies H3 and EM7 of the Local Plan, 2016 and the NPPF

Contaminated Land

Local Plan Policy EM6 states that development on or adjacent to contaminated land will be permitted only if any measures for remediation and protection required to ensure the health and safety of the development proposed and its users are identified and implemented.

Paragraphs 120-122 of the NPPF also seek to ensure that sites are suitable for their proposed use and that after remediation; land is not classed as contaminated land. A Geo-environmental Desktop Study has been submitted which recommends that once the existing Depot building has been demolished and the external hardstanding removed, a supplementary scheme of investigation is implemented to further characterised the ground conditions and concentrations of contaminants.

The Council's Environmental Protection Team supports the approaches taken in respect of contamination. A number of standard conditions are recommended to ensure conformity with Policy EM4 and EM6 of the emerging Local Plan 2016.

A preliminary unexploded ordnance (UXO) assessment has been carried out which recommends that a detailed UXO threat and risk assessment should be carried out and as such a condition is proposed.

Sustainability

Local Plan Policy DS3 seeks to promote and encourage sustainable development. The NPPF states that the purpose of planning is to help achieve sustainable development and one of the core planning principles is to support the transition to a low carbon future. As areas relating to the accessibility of the site have been covered elsewhere in this report, this section will specifically look at the energy efficiency of the development.

A Sustainability Report has been prepared and highlights that an energy efficient design which uses renewable energy technologies has been proposed for the development. The report highlights that the development has been analysed to ensure the benefits of passive design and efficient plant are maximised to reduce the overall energy consumption of the building, prior to the incorporation of low zero carbon/renewable technologies. The report identifies that combined heat and power (CHP) will be used to achieve the required reduction in carbon emissions and to generate renewable energy on site.

The Sustainability Officer has confirmed that they are comfortable with the approach in the revised Low and Zero Carbon Feasibility Study and that the development is in accordance with Policy DS3 in the emerging Local Plan 2016.

Archaeology

The application site is adjacent to the River Sherbourne and the remains of Shut Lane water mill and as such there is potential for archaeological remains associated with the river and the mill to be present. It is therefore recommended that an archaeological condition be attached to the permission.

Ecology and Biodiversity

The site has no specific nature conservation designation and there are no records of protected species within the application site. However in the surrounding area there are records of common frogs and bats. The site lies adjacent to the River Sherbourne which runs from north to south on the east of the site. Ecology officers have noted the river corridor provides habitats for nesting birds, amphibians and hedgehogs. A bat and lights and light condition will be added to the decision notice to ensure the development does not impact upon the river corridor habits. An ecological management plan will also be secured through condition to ensure the ecology and biodiversity of the site and immediate area is protected. The plan will contain pre-commencement checks for breeding birds, otter, water voles and hedgehog, and appropriate working practices and safeguards for wildlife that are to be employed whilst works are taking place on site.

Ecology and the Environment Agency has requested an 8m buffer between the river and the built form of the development. This will be secured through condition. It is acknowledged the foot/ cycle path will run within the 8 metre buffer, however the details of this are conditioned and also a license will be required from the Environment Agency to undertake the works within this buffer. It is therefore considered there is sufficient mechanisms in place by way of the conditions and EA license to ensure biodiversity and ecology is afforded adequate protection.

The supporting documentation has identified the presence of Japanese knotweed on the site. Japanese Knotweed is an invasive species therefore an invasive weed information note is below and will be attached to the decision notice and a construction management plan which includes a scheme of works to eradicate Japanese knotweed will also be secured by condition. On the basis of the above it is considered the proposal provides adequate protection for the biodiversity and ecology of the site and surrounding river corridor in accordance with Policy GE3 and GE4 of the Coventry Local Plan, 2016.

Objections have been raised regarding the overshadowing of the river corridor. Ecology officers and the Environment Agency have not raised this as an issue. The requested 8 metre buffer is maintained through the application site. It is therefore considered the development would not cause harm to the ecology of the river through overshadowing.

Non material planning considerations A number of comments have been about the use of the site for student accommodation and the perceived view that students bring issues of noise (coming and going from the site), general disturbance, increase in litter and anti-social behavioural issues to a predominately residential area. Whilst an increase in noise levels is a material planning consideration, this is concerned with how the building may be insulated to ensure that future occupiers are protected from noise from outside of the site. The other issues raised in relation to antisocial behaviour are not material planning considerations and consequently cannot be taken into account when assessing the application.

The University Hospitals Coventry and Warwickshire NHS Trust have provided comments on the application and requested a contribution of £26,129.00. This will be dealt with via a Unilateral Undertaking.

Conclusion

Having regard to the pattern of existing development in the area, representations received and the relevant provisions of the development plan, as summarised below, it is considered that subject to compliance with the suggested conditions and completion

of a Unilateral Undertaking for NHS contribution and securing the tenure for students only the proposed development would be in accordance with the development plan.

By virtue of the acceptable design, no adverse impact upon neighbouring amenity, suitable highway impact and appropriateness of the development in all other respects, the proposal is in accordance with Policies DS1, DS3, HW1, JE3, H1, H10, GE3, DE1, HE3, AC3, AC4, EM1, EM2, EM3, EM4, EM5 and EM6 of the Local Plan 2016 together with relevant SPG/SPD and the NPPF.

CONDITIONS/REASON

1. The development hereby permitted shall begin no later than three years from the date of this permission.

Reason: *To comply with Section 91 of the Town and Country Planning Act 1990.*

2. The development hereby permitted shall be carried out in accordance with the following approved documents;
Existing & Proposed Site Plan (Comparison) DWG: ASK-04-001 - REV P04;
Existing Block Plan DWG: ASK-02-002 - REV P03;
Proposed Sections DWG: AS-04-001 - REV P03;
Proposed Site Plan DWG: AL-04-000 - REV P05;
Site Location Plan DWG: AL-02-001 - REV P03;
Proposed Ground Floor Level DWG: AL-04-001 - REV P04;
Proposed First Floor Level DWG: AL-04-002 - REV P03;
Proposed Second Floor Level DWG: AL-04-003 REV P03;
Proposed Third Floor Level DWG: AL-04-004 - REV P03;
Proposed Fourth Floor Level DWG: AL-04-005 - REV P03;
Proposed Fifth Floor Level DWG: AL-04-006 - REV P03;
Proposed Roof Level DWG: AL-04-007 - REV P03;
Proposed Street Elevations Dwg: AE-04-000 - REV P03;
Proposed Elevation 01 - Harper Road, Street Elevation DWG: AE-04-001 REV P03;
Proposed Elevation 02 - North-East, Street Elevation DWG: AE-04-002 - REV P03;
Proposed Elevation 03 - South-East Elevation DWG: AE-04-003 - REV P03;
Proposed Elevation 04 - North-West Elevation DWG: AE-04-004 - REV P03;
Artist Impressions 31.01.2018;
Relationship to River Sherbourne REV A 01.02.2018;
Ecological Impact Assessment prepared by Ridgeway Ecology;
Letter from Ridgeway Ecology dated 14/09/2017;
Flood Risk Assessment prepared by BWB;
Planning Statement prepared by Day Architectural Ltd;
Statement of Community Involvement prepared by Day Architecture Ltd;
Transport Statement prepared by Day Architectural Ltd;
Preliminary Unexploded Ordnance (UXO) Threat Assessment prepared by Landmark Information Group ;
Noise Assessment prepared by noise.co.uk;
Knotweed Management Plan prepared by Japanese Knotweed Ltd;
Ground Investigation prepared by GIP;
Design and Access Statement prepared by Day Architectural Ltd;
Policy E8 Justification prepared by D&P Holt ;

Low and Zero Carbon Feasibility Study prepared by Patrick Parsons;
Student Management Plan (Received 14-12-2017).

Reason: *For the avoidance of doubt and in the interests of proper planning.*

3. The development hereby approved shall not be occupied unless and until the car parking areas indicated on the approved drawings have been provided and thereafter those areas shall be kept marked out and available for such use at all times.

Reason: *To ensure adequate off-street car parking in the interests of both highway safety and visual amenity in accordance with Policies AC1 and AC3 of the Coventry Local Plan 2016.*

4. Before the development hereby approved is occupied the redundant existing vehicular access onto Harper Road 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: *To ensure the safe and free flow of traffic using the adjoining highway in accordance with Policy AC1 and AC3 of the Coventry Local Plan 2016.*

5. Notwithstanding the details shown on the approved plans, the development hereby approved shall not be occupied unless and until details of the cycle parking and bin storage facilities are submitted to and approved in writing by the local planning authority and once occupied shall be maintained in accordance with the approved details and made available for use at all times.

Reason: *In the interests of the visual amenities of the development and In the interests of encouraging the use of alternative modes of transport with the aim of creating a more sustainable city in accordance with Policies DE1, DS3 and, AC1 and AC4 of the Coventry Local Plan 2016.*

6. The development hereby approved shall not be occupied unless and until the vehicular access, by means of a vehicular crossover, has been constructed in accordance with a specification to be submitted to and approved in writing by the Local Planning Authority.

Reason: *To ensure an adequate safe access in the interests of both highway safety and visual amenity in accordance with Policy AC1 and AC3 of the Coventry Local Plan 2016.*

7. The development hereby permitted shall proceed only in strict accordance with a construction method statement which shall first have been submitted to and approved in writing by the local planning authority prior to the commencement of development. The approved statement shall be strictly adhered to throughout the construction period and shall provide for; the routing of construction vehicles to and from the site; parking of vehicles of site operatives and visitors; the loading and unloading of plant and materials; 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 construction; a scheme for recycling / disposing of waste resulting from demolition and construction works; proposed hours of working; and details of monitoring, recording and reporting of incidents.

Reason: *In the interests of highway safety and the amenities of the occupiers of nearby properties, the free flow of traffic and the visual amenities of the locality and to minimise any adverse environmental impacts in accordance with Policies AC1, EM1 and DE1 of the Coventry Local Plan 2016.*

8. No development shall take place unless and until a scheme for targeting and utilising local people for the construction of that phase has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the scheme shall be implemented in full accordance with the approved plans.

Reason: *In the interests of promoting employment opportunities for local people in accordance with Policy EM1 of the Coventry Local Plan 2016.*

9. The development shall proceed in accordance with the recommendations set out in the Low and Zero Carbon Feasibility Study prepared by Patrick Parsons . The measures specified within the approved report shall be incorporated in full into the development and those measures shall remain in place at all times thereafter.

Reason: *To aid sustainable development by ensuring that at least 10% of the development's energy requirements are provided through the on-site generation of renewable/low carbon energy and in the interests of the visual amenities of the area in accordance with Policies DS3 and DE1 of the Coventry Local Plan 2016.*

10. The development shall be carried out only in full accordance with sample details of the external facing and roofing materials and a materials schedule which shall first have been submitted to and approved in writing by the Local Planning Authority.

Reason: *To ensure that the proposed development has a satisfactory external appearance in the interest of visual amenities of the area in accordance with Policy DE1 of the Coventry Local Plan 2016.*

11. No development shall take place within the application site unless and until the following have been submitted to and approved by the Local Planning Authority:
- i) A written scheme of investigation for a programme of archaeological evaluation, including post excavation analysis and publication.
 - ii) A strategy for mitigating the impact of the development if archaeological remains are discovered
 - iii) A timetabled programme for post excavation analysis and publication.

Once approved the development shall only be undertaken in full accordance with those approved details (or any subsequently approved amendments).

Reason: *In order to ensure any remains of archaeological importance, which help to increase our understanding of the City's historical development are recorded, preserved and protected were applicable, before development commences in accordance with Policy HE2 of the Coventry Local Plan 2016.*

12. Prior to commencement of development an unexploded ordnance survey shall be carried out to establish whether there is any unexploded ordnance, the details of which shall include any necessary mitigation measures and shall be submitted in writing to the Local Planning Authority. Any necessary measures shall be carried out within the agreed timescale.

Reason: *To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled water, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risk to workers, neighbours and other offsite receptors in accordance with and Policy EM1 of the Coventry Local Plan 2016.*

13. Before the development hereby permitted is brought into use details of any proposed plant on the roof top; including any screening, shall be submitted to and approved in writing by the Local Planning Authority. Once approved, such details shall be fully implemented prior to the occupation of the student accommodation and thereafter these measures shall not be removed or altered in any way without the prior written approval of the local planning authority.

Reason: *In order to protect the amenity of adjacent residents and ensure that a high quality design is achieved in accordance with Policies EM1 and DE1 of the Coventry Local Plan 2016.*

14. The development hereby permitted shall only be undertaken in strict accordance with details of both hard and soft landscaping works which have been 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 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 full accordance with the approved details within three months of the first occupation of the student accommodation hereby permitted; and all planting shall be carried out in accordance with the approved details in 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, unless the local planning authority gives written consent to any variation. 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: *To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policy DE1 of the Coventry Local Plan 2016.*

15. The development hereby permitted shall take place in accordance with details of all external light fittings and external light columns which shall be submitted to and approved in writing by the Local Planning Authority. Lighting shall be restricted on the canal side and be kept to a minimum at night across the whole site in order to minimise impact on emerging and foraging bats. This could be achieved in the following ways:
1. low pressure sodium lamps should be used in preference to high pressure sodium or mercury lamps;
 2. the brightness of lights should be as low as legally possible;
 3. lighting should be timed to provide some dark periods;
 4. connections to areas important for foraging should contain unlit stretches.
- The development shall thereafter be carried out in accordance with the approved measures.

Reason: *In order to protect the river corridor and its habitat which provides commuting and foraging habitat for bats and habitats for nesting birds, amphibians and hedgehogs in accordance with Policies GE2 and GE3 of the emerging Local Plan 2016.*

16. The development hereby permitted shall not commence unless and until a Construction and Ecological Management Plan has been submitted to and approved in writing by the Local Planning Authority. The report should contain pre-commencement checks for breeding birds, otter, water voles and hedgehog, and appropriate working practices and safeguards for wildlife that are to be employed whilst works are taking place on site. The development shall thereafter be carried out in accordance with the approved Construction and Ecological Management Plan.

Reason: *To ensure that protected species are not harmed by the development in accordance with Policies GE2 and GE3 of the Coventry Local Plan 2016.*

17. Notwithstanding the details submitted within the Flood Risk Assessment, prior to development commencing the following information shall be submitted to and approved by the Local Planning Authority:
- i) A scheme for the provision of surface water drainage, fully incorporating a Sustainable Drainage System (SuDS) with particular emphasis on attenuation techniques;
 - ii) A detailed strategy for the long-term maintenance of the SuDS and other surface water drainage systems on site;
 - iii) An appropriately scaled flood risk assessment to establish the risk to the development, as well as the appropriate mitigation measures. The surface water flood mapping indicates that the site is vulnerable to surface water flooding;
 - iv) Provisions for the drainage of the site to ensure that there are no temporary increases in flood risk, on or off the site, during the construction phase;
 - v) Evidence to demonstrate the management of overland flow routes in the event of exceedance or blockage to the drainage system. Details shall include demonstration of how the buildings will be protected in such an event;

- vi) Information which demonstrates that there will be no discharge of surface water to the public highway;
 - vii) Evidence to demonstrate that finished floor slab levels must be 300mm above the 1 in 100year pluvial flood levels, and above the 1 in 1000 year fluvial flood levels; and
 - viii) All 'within development plot' drainage must be considered for the incorporation of water re-use systems, such as grey water harvesting, to manage down both peak and total rainfall runoff discharging to sewer systems, watercourses and groundwater.
- Once approved, the development shall only proceed in accordance with the approved details including any recommended mitigation measures and shall remain in place thereafter.

Reason: *To ensure that a satisfactory means of drainage is provided to minimise flooding and which promotes and maintains the good stewardship of the natural and built environment in accordance with Policies EM4 and EM5 of the Coventry Local Plan 2016.*

18. The development hereby permitted shall proceed in accordance with details contained within Section 10 (Results) of the Noise Assessment dated 20th September 2017 prepared by noise.co.uk. Once implemented the details contained within the Noise Assessment shall thereafter be retained.

Reason: *In the interest of protecting the amenity of future occupiers of the development and occupiers of nearby properties in accordance with Policy EM1 of the Coventry Local Plan 2016.*

19. 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 first occupation. The report of the findings, to be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11', 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,
 - Groundwater's and surface waters,
 - Ecological systems,
 - Archaeological sites and ancient monument;
 - (iii) An appraisal of remedial options, and proposal of the preferred option(s).

Reason: *To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled water, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with*

Policy EM1 of the Coventry Local Plan 2016.

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

Reason: *To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled water, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy EM1 of the Coventry Local Plan 2016.*

21. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out shall be submitted to and approved in writing by the Local Planning Authority.

Reason: *To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled water, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy EM1 of the Coventry Local Plan 2016.*

22. 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 19, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 20, 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 21.

Reason: *To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled water, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy EM1 of the Coventry Local Plan 2016.*

23. The development hereby permitted shall proceed in accordance with the details contained within the Knotweed Management Plan (Remediation Report) dated 21 September 2017 prepared by Japanese Knotweed Ltd.

Following completion of measures identified in the approved remediation scheme, a verification report confirming that the treatment has been completed shall be submitted to and approved in writing by the Local Planning Authority.

Reason: *To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled water, property and ecological systems, and to ensure that the development can be carried out safely without*

unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy EM1 of the Coventry Local Plan 2016.

24. Notwithstanding the submitted drawing AS-04-001 REV P03 illustrating the relationship to the River Sherbourne, prior to commencement of development (including demolition) a scheme and implementation strategy shall be submitted to and approved in writing by the local planning authority that makes provision for a riverside walk link route along the eastern edge of the site. This scheme shall include location of the 5 metre wide combined foot/ cycle pathway, materials, landscaping, levels and future access within the inclusion of an 8 easement metre strip for the Environment Agency. The development shall be carried out in accordance with the approved details.

Reason: *To enhance local connectivity in accordance Policy DE1, EM4 and HE3 of the Coventry Local Plan 2017.*

25. Notwithstanding the submitted Air Quality Assessment prepared by Patrick Parson, prior to commencement of development an Air Quality Assessment which includes modelling undertaken in accordance with TG16 of both traffic sources and emissions from the Combined Heat Power Plant shall be submitted to and approved in writing by the Local Planning Authority.

Reason: *In the interest of protecting the amenity of future occupiers of the development and occupiers of nearby properties in accordance with Policy EM1 of the Coventry Local Plan 2016.*

26. Notwithstanding the Student Management Plan submitted with the application, prior to the occupation of the building, a Student Management Plan detailing the how the arrival and departure of students will be managed shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter take place in accordance with the approved report.

Reason: *In order to minimise the disruption of parking within Harper Road in accordance with Policies DS1, H10 and AC3 of the Coventry Local Plan 2016.*

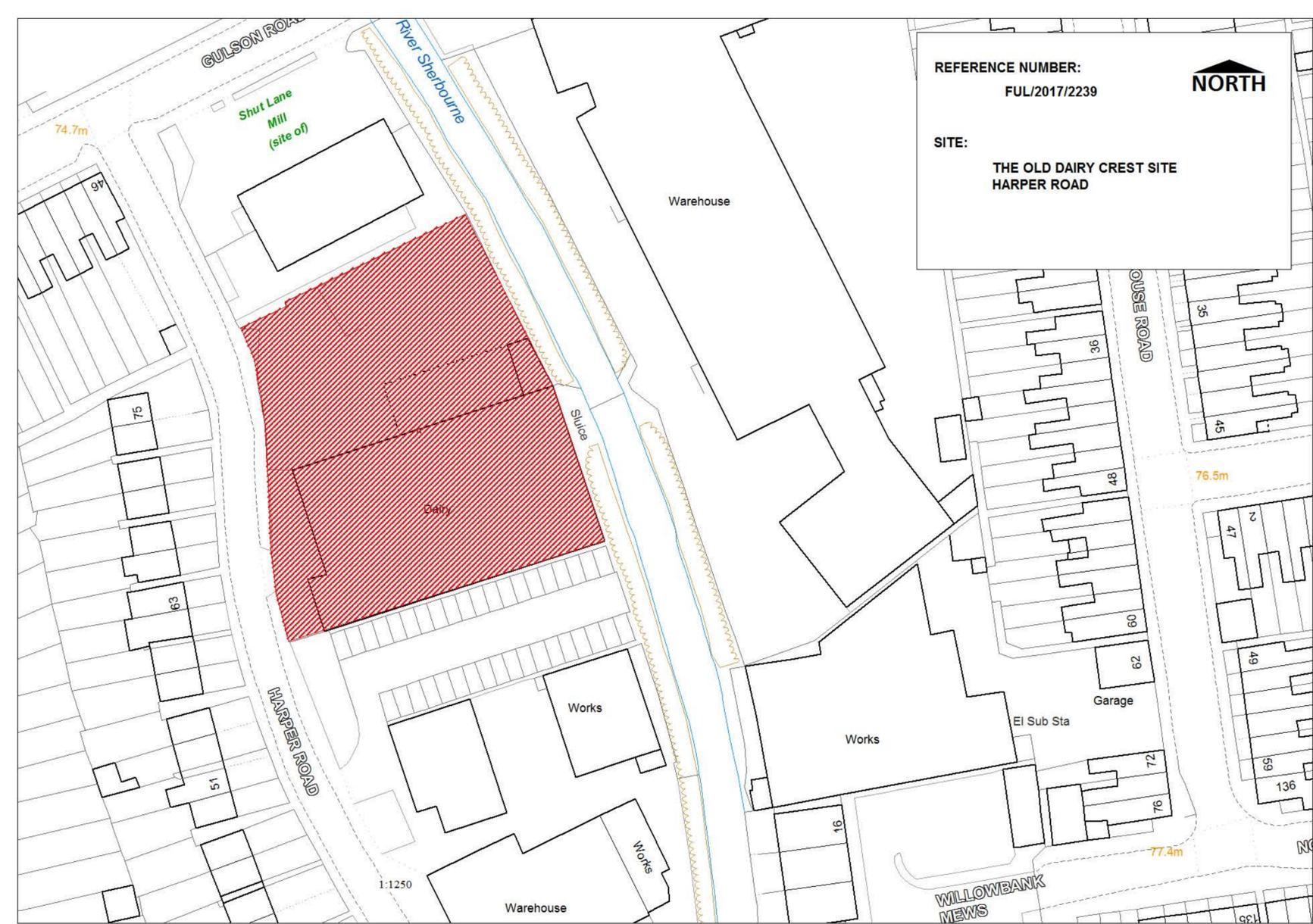
[Existing & Proposed Site Plan \(Comparison\) DWG: ASK-04-001 - REV P04;](#)
[Proposed Sections DWG: AS-04-001 - REV P03;](#)
[Proposed Site Plan DWG: AL-04-000 - REV P05;](#)
[Site Location Plan DWG: AL-02-001 - REV P03;](#)
[Proposed Ground Floor Level DWG: AL-04-001 - REV P04;](#)
[Proposed First Floor Level DWG: AL-04-002 - REV P03;](#)
[Proposed Second Floor Level DWG: AL-04-003 REV P03;](#)
[Proposed Third Floor Level DWG: AL-04-004 - REV P03;](#)
[Proposed Fourth Floor Level DWG: AL-04-005 - REV P03;](#)
[Proposed Fifth Floor Level DWG: AL-04-006 - REV P03;](#)
[Proposed Roof Level DWG: AL-04-007 - REV P03;](#)
[Proposed Street Elevations Dwg: AE-04-000 - REV P03;](#)
[Proposed Elevation 01 - Harper Road, Street Elevation DWG: AE-04-001 REV P03;](#)

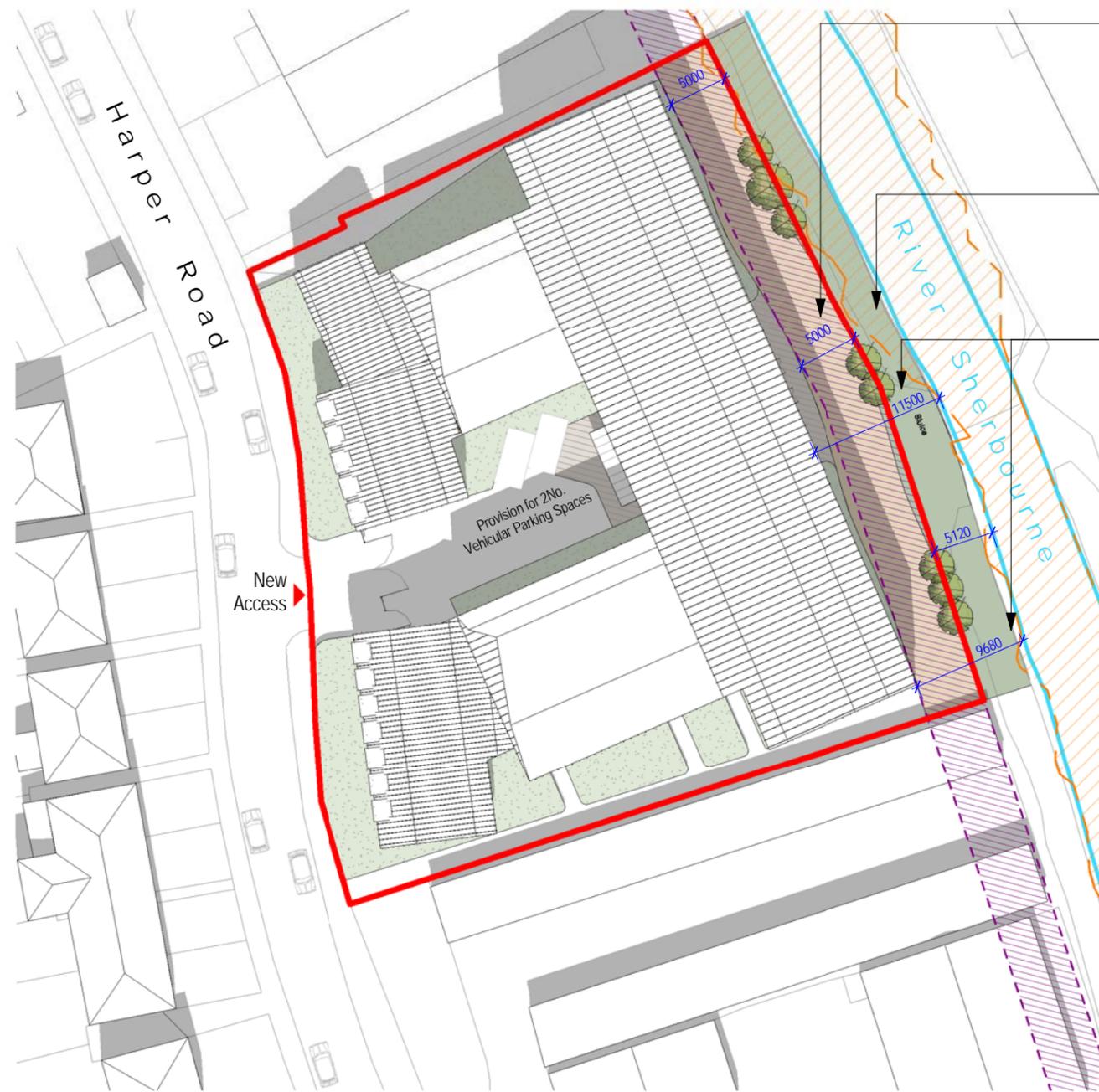
[Proposed Elevation 02 - North-East, Street Elevation DWG: AE-04-002 - REV P03;](#)
[Proposed Elevation 03 - South-East Elevation DWG: AE-04-003 - REV P03;](#)
[Proposed Elevation 04 - North-West Elevation DWG: AE-04-004 - REV P03;](#)
[Artist Impressions 31.01.2018;](#)
[Relationship to River Sherbourne REV A 01.02.2018;](#)

REFERENCE NUMBER:
FUL/2017/2239



SITE:
THE OLD DAIRY CREST SITE
HARPER ROAD





A minimum of 5m for cycleway & pedestrian route included within the site.

Existing river cutting unaffected with no impact to existing vegetation or ecology.

Riverside corridor varies between circa 9.6m to 11.5m along the frontage of the new proposal. This dimension is in excess of Coventry City Council's requirement.

- Site boundary of planning application
- Line of river bank
- 5m offset line from site boundary (area hatched in purple)
- Flood Zone 3. Area shown as indicative, refer to FRA for further information. (Hatched in orange)
- 5m wide riverside walkway/cycle route to be provided within the curtilage of the site.

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CLIENT Crosslane		DRAWING Proposed Site Plan	
PROJECT Harper Road, Coventry		SCALE 1 : 500	PAPER SIZE A3
		DATE 06/09/2017	DRAWN BY RL
		DAY DRAWING No. AL-04-000	REVISION P05
			PROJECT No. 556-17
		DRAWING STATUS PLANNING	
REV	DESCRIPTION	DATE	
P05	Revised following comments from LPA. Issued for Planning.	31.01.18	
P04	Revised following comments from LPA. Issued for Planning.	23.01.18	
P03	Revised following comments from LPA. Issued for Planning.	19.01.18	
P02	Issued for Planning	28.11.17	
P01	Issued for Planning	06.09.17	

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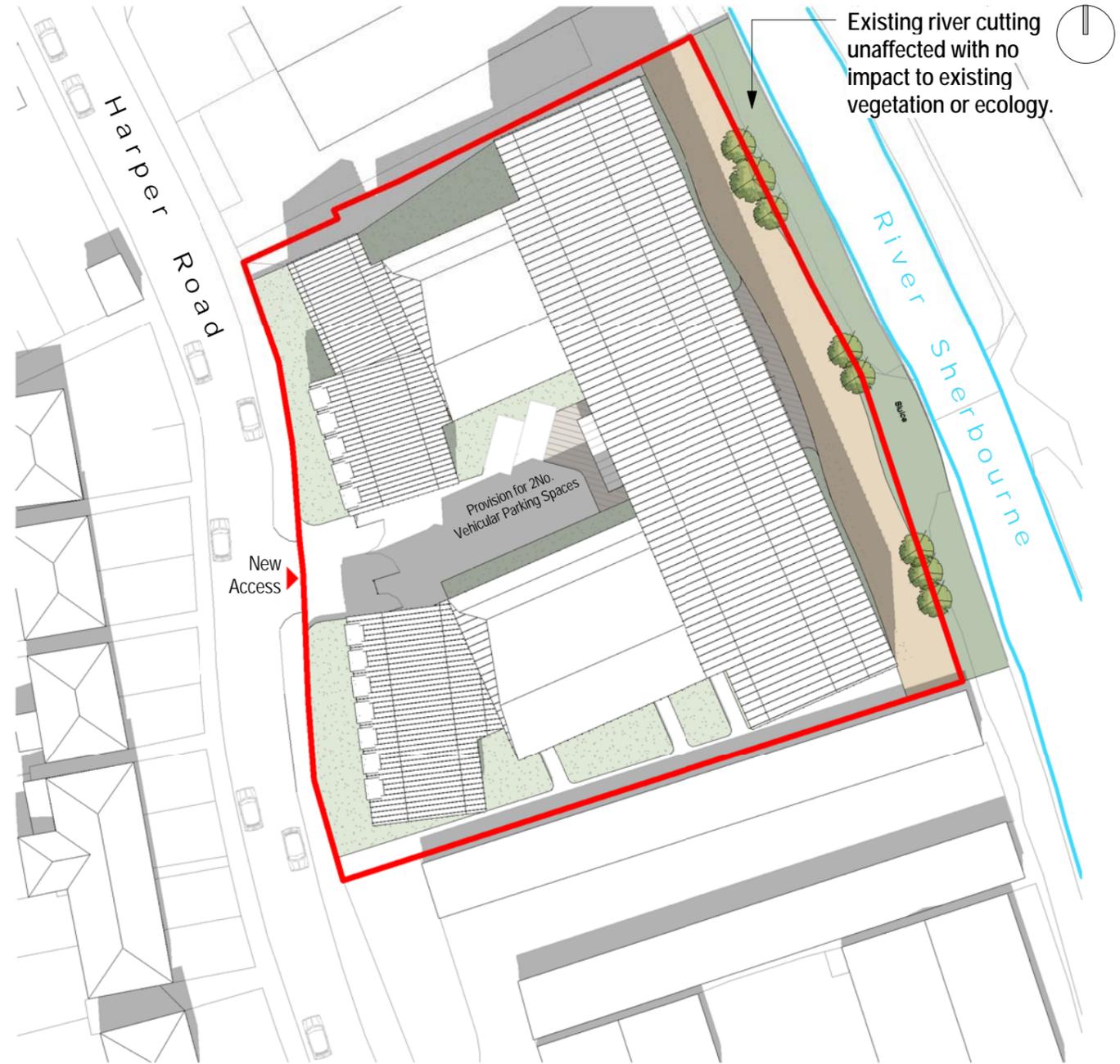
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Existing Site Plan

1 : 500



Proposed Site Plan

1 : 500

Existing river cutting unaffected with no impact to existing vegetation or ecology.

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Page 81

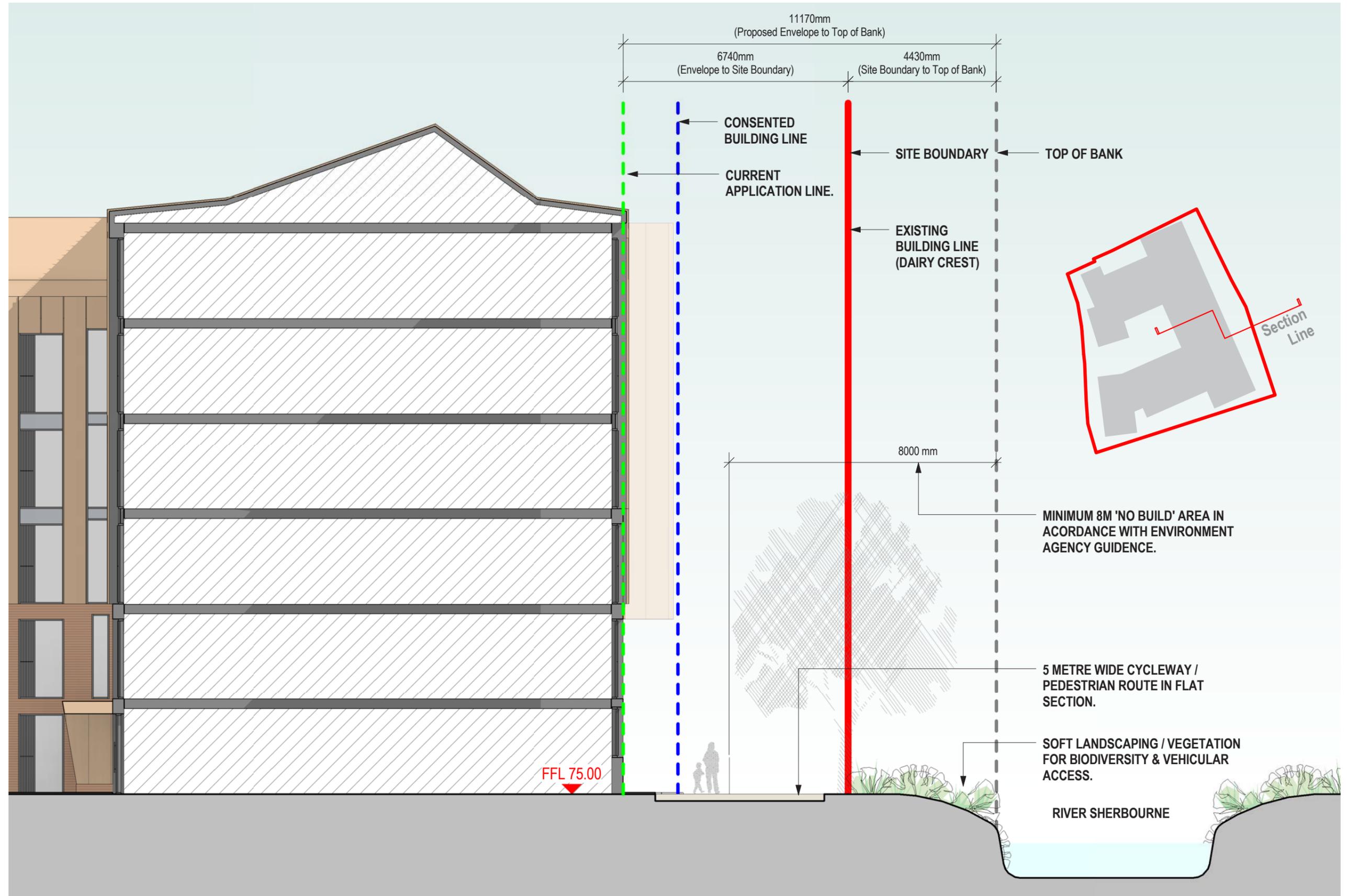
CLIENT Crosslane		DRAWING Existing & Proposed Site Plan (Comparison)	
PROJECT Harper Road, Coventry		SCALE 1 : 500	PAPER SIZE A3
		DATE 05/09/17	DRAWN BY RL
		DAY DRAWING No. ASK-04-001	REVISION P04
			PROJECT No. 556-17
		DRAWING STATUS PLANNING	
REV	DESCRIPTION	DATE	
P04	Revised following comments from LPA. Issued for Planning.	31.01.18	
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P01	Issued for Planning	06.09.17	

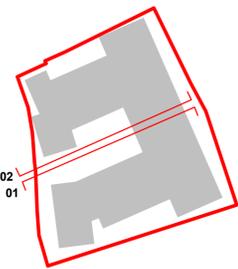
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P02	Revised following comments from LPA. Issued for Planning	19.01.18
P01	Issued for Planning	06.09.17

CLIENT Crosslane	PROJECT Harper Road, Coventry
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DRAWING Proposed Sections	
SCALE As indicated	PAPER SIZE A1
DATE 06/09/17	DRAWN BY RL
DAY DRAWING No. AS-04-001	REVISION P03
	PROJECT No. 556-17
DRAWING STATUS PLANNING	
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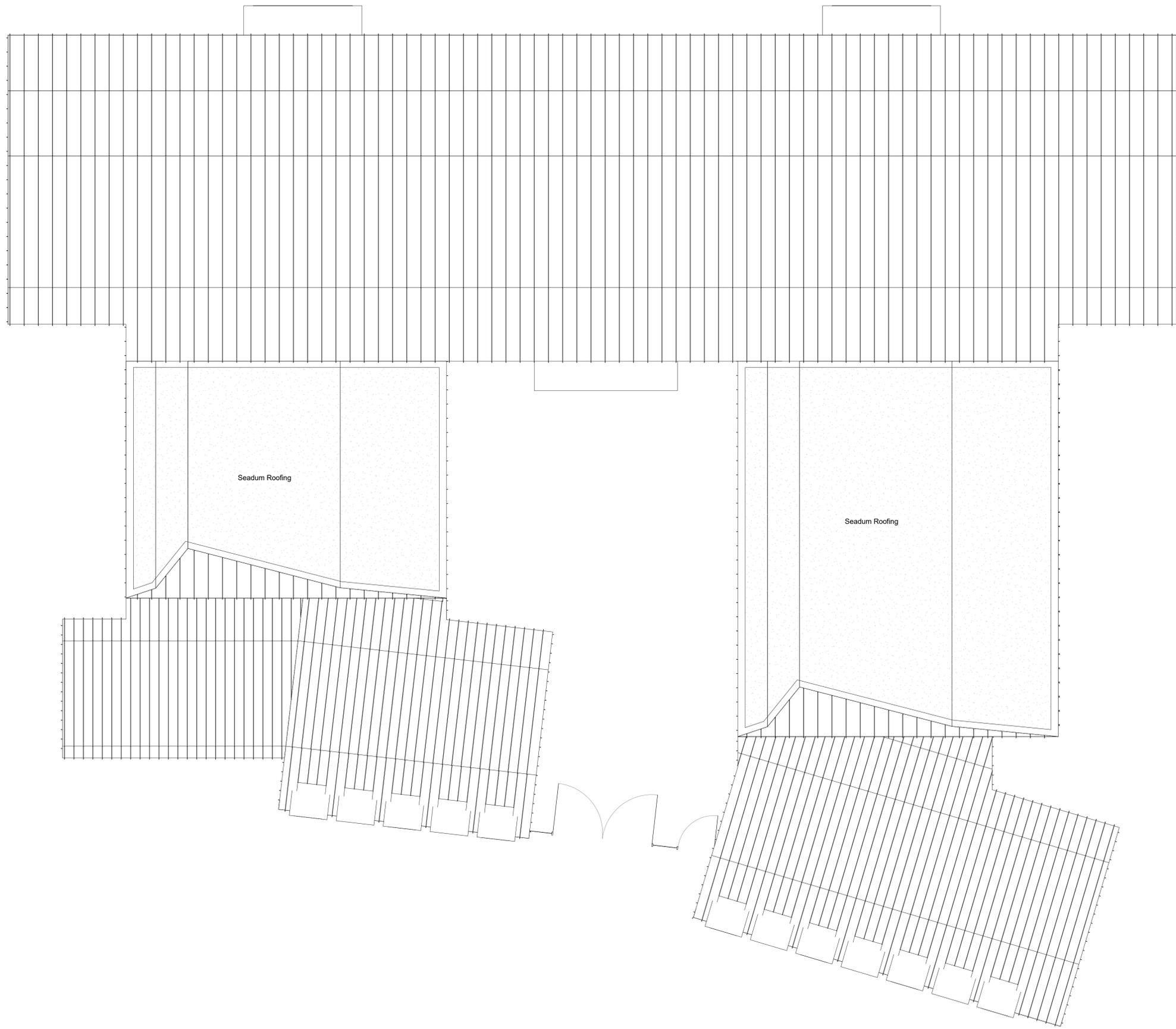
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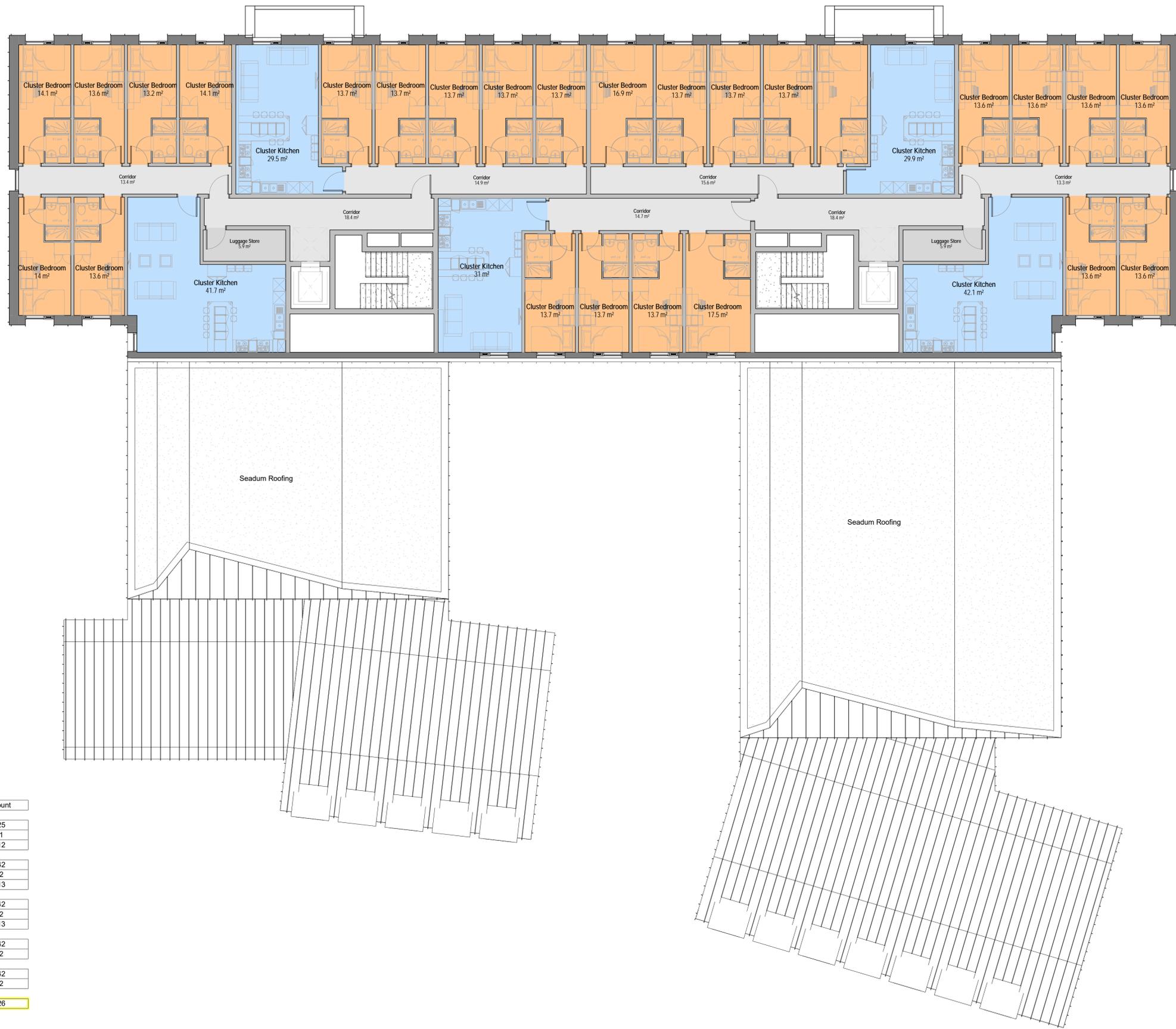
REV	DESCRIPTION	DATE
P03	Revised following comments from LPA. Issued for Planning	31.01.18
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P01	Issued for Planning	06.09.17

CLIENT Crosslane
PROJECT Harper Road, Coventry

DRAWING Proposed Roof Level	
SCALE 1 : 100	PAPER SIZE A1
DATE 05/09/17	DRAWN BY RL
DAY DRAWING No. AL-04-007	REVISION P03
PROJECT No. 556-17	
DRAWING STATUS PLANNING	
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Level	Name	Count
0.1_Ground Level	Cluster Bedroom	25
0.1_Ground Level	Cluster Bedroom (Accessible)	1
0.1_Ground Level	Micro-Cluster	12
0.2_First Floor Level	Cluster Bedroom	42
0.2_First Floor Level	Cluster Bedroom (Accessible)	2
0.2_First Floor Level	Micro-Cluster	13
0.3_Second Floor Level	Cluster Bedroom	42
0.3_Second Floor Level	Cluster Bedroom (Accessible)	2
0.3_Second Floor Level	Micro-Cluster	13
0.4_Third Floor Level	Cluster Bedroom	42
0.4_Third Floor Level	Cluster Bedroom (Accessible)	2
0.5_Fourth Floor Level	Cluster Bedroom	42
0.5_Fourth Floor Level	Cluster Bedroom (Accessible)	2
0.6_Fifth Floor Level	Cluster Bedroom	26

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P02	Revised following comments from LPA, issued for Planning	19.01.18
P01	Issued for Planning	06.09.17

CLIENT	Crosslane
PROJECT	Harper Road, Coventry

DRAWING		Proposed Fifth Floor Level	
SCALE	1 : 100	PAPER SIZE	A1
DATE	21.08.17	DRAWN BY	RL
DAY DRAWING No.	AL-04-006	REVISION	P03
DRAWING STATUS		PROJECT No.	556-17
PLANNING			
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Level	Name	Count
0.1_Ground Level	Cluster Bedroom	25
0.1_Ground Level	Cluster Bedroom (Accessible)	1
0.1_Ground Level	Micro-Cluster	12
0.2_First Floor Level	Cluster Bedroom	42
0.2_First Floor Level	Cluster Bedroom (Accessible)	2
0.2_First Floor Level	Micro-Cluster	13
0.3_Second Floor Level	Cluster Bedroom	42
0.3_Second Floor Level	Cluster Bedroom (Accessible)	2
0.3_Second Floor Level	Micro-Cluster	13
0.4_Third Floor Level	Cluster Bedroom	42
0.4_Third Floor Level	Cluster Bedroom (Accessible)	2
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0.5_Fourth Floor Level	Cluster Bedroom (Accessible)	2
0.6_Fifth Floor Level	Cluster Bedroom	26

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P01	Issued for Planning	06.09.17

CLIENT Crosslane
PROJECT Harper Road, Coventry

DRAWING Proposed Fourth Floor Level	
SCALE 1 : 100	PAPER SIZE A1
DATE 21.08.17	DRAWN BY RL
DAY DRAWING No. AL-04-005	REVISION P03
PROJECT No. 556-17	
DRAWING STATUS PLANNING	

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Level	Name	Count
0.1_Ground Level	Cluster Bedroom	25
0.1_Ground Level	Cluster Bedroom (Accessible)	1
0.1_Ground Level	Micro-Cluster	12
0.2_First Floor Level	Cluster Bedroom	42
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0.3_Second Floor Level	Cluster Bedroom (Accessible)	2
0.3_Second Floor Level	Micro-Cluster	13
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0.4_Third Floor Level	Cluster Bedroom (Accessible)	2
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0.5_Fourth Floor Level	Cluster Bedroom (Accessible)	2
0.6_Fifth Floor Level	Cluster Bedroom	26

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P03	Revised following comments from LPA, issued for Planning	31.01.18
P02	Revised following comments from LPA, issued for Planning	19.01.18
P01	Issued for Planning	06.09.17

CLIENT	Crosslane
PROJECT	Harper Road, Coventry

DRAWING		Proposed Third Floor Level	
SCALE	1 : 100	PAPER SIZE	A1
DATE	21.08.17	DRAWN BY	RL
DAY DRAWING No.	AL-04-004	REVISION	P03
DRAWING STATUS		PROJECT No.	556-17
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Level	Name	Count
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0.1_Ground Level	Cluster Bedroom (Accessible)	1
0.1_Ground Level	Micro-Cluster	12
0.2_First Floor Level	Cluster Bedroom	42
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0.2_First Floor Level	Micro-Cluster	13
0.3_Second Floor Level	Cluster Bedroom	42
0.3_Second Floor Level	Cluster Bedroom (Accessible)	2
0.3_Second Floor Level	Micro-Cluster	13
0.4_Third Floor Level	Cluster Bedroom	42
0.4_Third Floor Level	Cluster Bedroom (Accessible)	2
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0.5_Fourth Floor Level	Cluster Bedroom (Accessible)	2
0.6_Fifth Floor Level	Cluster Bedroom	26

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P02	Revised following comments from LPA, issued for Planning	19.01.18
P01	Issued for Planning	06.09.17

CLIENT	Crosslane
PROJECT	Harper Road, Coventry

DRAWING	Proposed Second Floor Level
SCALE	1 : 100
DATE	08/21/17
DAY DRAWING No.	AL-04-003
DRAWING STATUS	PLANNING

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P02	Revised following comments from LPA, issued for Planning	19.01.18
P01	Issued for Planning	06.09.17

CLIENT	Crosslane
PROJECT	Harper Road, Coventry

DRAWING	
Proposed First Floor Level	
SCALE	1 : 100
DATE	21.08.17
PROJECT	AL-04-002
DRAWING STATUS	PLANNING

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PD4	Revised following comments from LPA. Issued for Planning	31.01.18
PD3	Revised following comments from LPA. Issued for Planning	19.01.18
PD2	Issued for Planning	28.11.17
PD1	Issued for Planning	06.09.17

CLIENT	Crosslane
PROJECT	Harper Road, Coventry

DRAWING		Proposed Ground Floor Level	
SCALE	1 : 100	PAPER SIZE	A1
DATE	21.08.17	DRAWN BY	RL
DAY DRAWING No.	AL-04-001	REVISION	P04
DRAWING STATUS		PLANNING	
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