

<b>Planning Committee Report</b>	
<b>Planning Ref:</b>	OUT/2018/0756
<b>Site:</b>	56 Craven Street
<b>Ward:</b>	Whoberley
<b>Applicant:</b>	Mrs Sue Jeffery
<b>Proposal:</b>	Outline planning permission (matters relating to access and scale only) for the erection of a two-bedroomed dwelling house (two storey in height). All other matters reserved.
<b>Case Officer:</b>	Mary-Ann Jones

### **SUMMARY**

The proposal seeks outline planning permission for the erection of one dwelling house. The proposed dwelling is indicated to be two storeys in height, have two bedrooms and will adjoin the existing dwelling of No.56 Craven Street, continuing the run of terraced properties.

The application is in outline. Matters for determination are access and scale only. All other matters are reserved. Matters relating to appearance, landscaping and layout would be subject to a reserved matters application, if permission were to be granted.

### **BACKGROUND**

The application site is located within the Chapelfields Conservation Area.

### **KEY FACTS**

<b>Reason for report to committee:</b>	Representations from more than 5 properties
<b>Current use of site:</b>	Garden land in association with 56 Craven Street (Smaller House in Multiple Occupation (Use Class C4))
<b>Proposed use of site:</b>	Residential dwellinghouse (Use Class C3)

### **RECOMMENDATION**

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

### **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 accords with Policies H3, GE3, DE1, HE2, AC1, AC3, AC4, EM6, EM7 of the Coventry Local Plan 2016, together with the aims of the NPPF.

## BACKGROUND

### **APPLICATION PROPOSAL**

The application seeks outline permission for one new dwelling on the corner of Craven Street and Lord Street. The land is currently residential garden space within the curtilage of No.56. Matters under consideration include scale and access.

The details submitted with the application include;

- Block plan which details the siting of the proposal and its relationship to neighbouring properties. The rear garden areas is also shown.
- Location and site plan, which shows the site in context
- A supporting statement, explaining the parameters of the proposal
- A parking survey

The plans do not show appearance details, layout or landscaping, which will be submitted in a subsequent reserved matters application, should planning permission be granted.

With regards to scale; the plans indicate the footprint of the proposed dwelling follows the line of the existing dwelling (No.56) and will be approximately 6.8 metres deep. It will project no further forwards or rearwards than the existing property. It is indicated to be 4.1 metres wide, two storey in height and a hip to the roof, which replicates the existing property, No.56. The height will be no higher than the existing dwelling. A rear garden will be provided.

With regards to access; No access to the highway is required because no off street parking is proposed. This principal of this is to be considered as part of the following assessment.

### **SITE DESCRIPTION**

The application site is located within the Chapelfields area which was developed in the late 1840's as an extension to the existing watch making areas of Earlsdon and Spon End. The wider area is characterised by its high density of terraced houses, small shops, commercial premises and public houses.

The area immediately surrounding the application site is predominantly residential however there are several public houses, the closest being The Craven Arms, opposite the site on the corner of Lord Street and Craven Street.

The application site comprises the residential garden area of No.56 Craven Street, a two storey House in Multiple Occupation (Use Class C4). The site is a corner plot which is located on the junction of Craven Street and Lord Street. A 1.8 metre close boarded fence and mature privet hedge bounds the application site, as a result of this boundary treatment there are no views into the application site.

There is no off road parking at the site. Pedestrian access to the existing dwelling is directly from the footpath of Craven Street.

### **PLANNING HISTORY**

There is no relevant planning history at the site.

## **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, which was adopted by Coventry City Council on 6<sup>th</sup> December 2017. Relevant policy relating to this application is:

- Policy H3: Provision of New Housing
- Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation
- Policy DE1 Ensuring High Quality Design
- Policy HE2: Conservation and Heritage Assets
- Policy AC1: Accessible Transport Network
- Policy AC3: Demand Management
- Policy AC4: Walking and Cycling
- Policy EM6 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  
SPG Chapelfields Conservation Area Control Plan.

## **CONSULTATION**

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

- Environmental protection (CCC) – no objection subject to a noise survey, UXO condition and conditions relating to Air Quality
- Conservation Officer (CCC) – No objection, subject to conditions.
- Highways (CCC) – No objections

Immediate neighbours and local councillors have been notified; a site notice was posted on 19/04/2018 A press notice was displayed in the Coventry Telegraph on 19/04/2018.

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

- a) Parking survey has not been undertaken during the evening times, when pubs are open, Parking problems within the streets, many homes have more than one car which places extra pressure on parking.
- b) Double yellow lines will be painted on the street which will be directly in front of the property. This will impact upon parking
- c) There must be no new housing development in Craven St, until the council demonstrates that it can control the behaviour of the existing drivers, speeding cars are identified as a problem.
- d) A residents parking scheme should be introduced, with a cap on the number of permit issued.

- e) Cumulative effect on other developments in the street (No.14 Craven Street) will add to the on street parking issues.
- f) No parking is provided on site
- g) Area is already densely overpopulated, therefore object in principal to more housing.
- h) Proposal is inappropriate and out of character with the conservation area – overdevelopment.
- i) The dwelling house will be converted to a House in Multiple Occupation
- j) Loss of green space
- k) Loss of light to rear gardens of neighbouring properties
- l) A property opposite stated they did not receive a notification letter for the proposal.

The residents association (CARTA) has also objected to the application on the grounds of;

- m) Parking survey is misleading and has not been conducted at the busiest times
- n) This proposal combined with the previously approved scheme at No.14 Craven Street will result in severe parking problems
- o) The front door should be relocated to the front elevation, not the side.
- p) Area over saturated with HMOS

Councillor Bally Singh has written in objection to the proposal stating, *'it is inappropriate in a conservation area, is an over intensive development, and has no parking provision in an area where double yellow lines are likely to be painted immediately in front of the property and is also directly opposite The Craven Arms which already generates an extensive amount of on street parking. I feel it should be refused permission'*.

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, air quality, noise, contaminated land and ecology.

### **Principle of development**

The NPPF paragraph 53 indicates that local planning authorities should resist inappropriate development of residential gardens, for example where development would cause harm to the local area.

Policy H3 (Provision of New Housing) states new residential development 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. 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. Development should be sustainably located.

The site is within a predominantly residential area and therefore compatible with surrounding residential uses. The site is within a sustainable location within walking distance of local shops, services and public transport. The site is located on Craven Street, approximately 175m from Allesley Old Road, which is a bus route into and out of Coventry City Centre. There are also safe and convenient walking and cycling routes to the City Centre (16 minutes and 5 minutes away, respectively). There are shops, a church and local amenities within easy walking distance and Earlsdon District centre is a 13 minute walk and 4 minute cycle ride away.

The proposed development is considered to integrate appropriately into the existing pattern of development and is to be considered acceptable in principle in accordance with Local Plan Policies H3 and DE1 and the aims of NPPF paragraph 53, subject to compatibility with other plan policies which will be address in the remainder of this report.

### **Impact on visual amenity**

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

Paragraph 17 of the NPPF requires that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

Paragraph 17 of the NPPF seeks to protect the amenities of all existing and future occupants of land and buildings.

The application is an outline, therefore matters relating to design are reserved for consideration at a later stage. Scale is to be determined at this stage, along with the siting of the building as indicated on the plans. The plans show the footprint of the building will continue the run of terraced properties and reflect the positioning of the adjoining dwelling, No.56. Both the application site and proposed site will retain rear gardens. The scale is indicated to be two storey, in line with the existing dwelling house. It is therefore considered the proposal can be accommodated on site and will reflect the character of the area, which is predominantly terraced in character.

### **Impact on residential amenity**

Policy H3 (The Provision of New Housing) of the Local Plan seeks to ensure new residential development must provide 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.

The SPG: New Residential development, states, that in the case of new development a window to window separation distance of 20 metres should be maintained between properties. In the case of level changes this distance should be increased. Side to rear separation distances should be a minimum of 12 metres.

There is a separation of circa 34 metres from the rear wall of the proposed dwelling and No.19 Lord Street, which is well in excess of the SPG requirements. The plans show the footprint of the dwelling to not infringe 45 degree sight lines from the middle of the nearest habitable room windows on the adjoining property.

Objections have been received regarding the loss of privacy to the rear gardens of neighbouring properties, however given the generous separation distances between the proposal dwelling and the closest rear garden, it is not considered this would be an issue.

It is considered on the basis on the siting of the proposal it will not cause harm through overlooking, visual intrusion or loss of privacy to neighbouring properties. The proposal complies with all distances set out by the SPG.

## **Heritage character of the area and Heritage Assets**

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.

The site is located within the Chapelfields Conservation Area. The Chapelfields Conservation Area Control Plan defines the character of the areas as 'houses built directly onto the streets or with a small front garden with the result that the area has a very "urban" feel'. The application site is typical of the Conservation Area character with No.56 Craven Street built directly to the back of the public footpath. The new dwelling would seek to continue the run of terraces along towards the corner at two storey height. On this basis it is considered the principal of the dwelling in this location is in line with the general character of the area.

Details of the design of the dwelling would be secured by reserved matters applications. Any application which is submitted must comply with development plan policies and the associated supplementary planning guidance documents, which include the Control Plan for the Conservation Area.

The Conservation Officer has raised no objections to the application provided the reserved matters application contains more details of the design and materials to be used on the building. A condition will be placed on the decision notice ensuring details of windows and doors are submitted. Determination of those details will ensure the proposal is carefully designed to preserve and enhance the Conservation Area in accordance with Policy HE2.

It is considered necessary to remove permitted development rights to the new dwelling in order to safeguard the appearance of this new building within the conservation area. Additions such as domestic extensions, painting of walls etc can erode the character of a property if not carried out sympathetically. In this instance given the prominent location of the site it is considered necessary to control the future development in this area for the benefit of the Conservation Area.

Objections have been raised stating the proposal is out of character with the Conservation Area, and the scheme is over development. Whilst it is accepted the scheme seeks to utilise a piece of garden land, it is acknowledged by the Conservation Area Control Plan the area is 'urban'. It is therefore considered the proposal is in keeping with the urban grain of the area and will not appear out of character in the streetscene.

Overall it is considered the proposal preserves the character of the Conservation Area and complies with Policy HE2 of the Coventry Local Plan, 2016 and associated supplementary planning guidance.

## **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.

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

The Chapelfields Conservation Area Control states, residential development in Chapelfields should meet the appropriate current car parking standards in the city. However, where such parking provision would seriously reduce the traditional character and amenity of the area, a relaxation to this requirement will be considered.

The standards in Appendix 5 of the Local Plan would require for an application of this type to have a maximum requirement of 3 car parking spaces and 1 cycle space for the new dwelling. The existing property at 56 Craven Street is currently in residential use (Use Class C4), however, no parking spaces are available. Therefore, it is considered that the proposed development would generate a need for up to 3 additional parking spaces. However, it is recognised that in exceptional circumstances there may be occasions when it could be appropriate to have a lower or higher level of parking depending on the specific details of the application. In all cases, any departures from the standards should be fully and appropriately justified with detailed supporting evidence.

A parking survey has been submitted with the proposal. The parking survey was carried out by visiting the streets of Craven Street and Lord Street, immediately surrounding the site. The survey was carried out on three separate evenings to assess the availability of on-street car parking. The survey has been carried out over a one week period between 5 and 7 March 2018.

Highways Officers have reviewed the findings of the survey and have stated they consider that the impacts of the development are not severe therefore have no objection to the current proposal. Highways Officers are aware of the parking concerns within the area, however they have indicated the submitted parking survey demonstrates there is parking availability within the location. It is therefore considered in this case, the nature and location of the development and the findings of the parking survey demonstrate that on-street parking spaces are regularly available such that the impact of the proposed development would not be so severe to warrant refusal of the application.

Several objections have been raised regarding the pressures of on-street parking in this location. Whilst it is acknowledged there is pressure, the survey has concluded there is availability in the immediate area, and Highways Officers have therefore raised no objection to the proposal.

Additional concern has also been raised regarding the proposed scheme to add double yellow lines to the corner of Craven Street and Lord Street, thus, it has been argued, potentially reducing the number of available spaces. Highways Officers have stated, this does not alter their consideration of the application, and the proposal is still considered to not have a severe impact on on-street parking and the highway network.

A further objection has been raised regarding the cumulative effect of developments in the street (namely No.41 Craven Street) will add to the on street parking issues. No 41 Craven

Street was formally the Coombe Abbey Pub which was granted planning permission for the extension and conversion of existing public house to a 14 bed house in multiple occupation on 18/01/2018. Highways did not object to this proposal as the required parking provision for a 14 bed HMO is less than that of a public house of this size. The required provision for the HMO was 11 spaces whereas the requirement for the public house use was 20. It was therefore considered the HMO would not lead to an increase in demand for on street parking provision or consequent highway safety problems. Highways have not raised this current application as a potential issue for cumulative impacts on on-street parking, the parking survey has demonstrated that the area, including sections of Craven Street and Lord Street nearest the site, has regular amounts of on-street parking available to cater for residents of the new dwelling if they were to choose to keep a car at the property. The survey demonstrates that, even if one section of the survey area was heavily parked, spaces were still available within easy reach of the application site.

It is acknowledged that the proposed development may intensify the need for on-street parking in the area, however the parking survey has demonstrated there are spaces available which would absorb the required need. Highways officers concur with the survey's findings. It is therefore considered the proposal is acceptable in highways terms and sufficient justification has been demonstrated to allow for a lowering of the parking requirements in this instance.

### **Contaminated land**

Policy EM6 seeks to ensure that redevelopment of previously developed land does not have a negative impact on water quality, either directly through pollution of surface or ground water or indirectly through the treatment of waste water by whatever means.

Environmental Protection Officers have advised the maps indicate that the site opposite was destroyed by bombing in WW2 therefore advise prior to any intrusive work such as foundation excavations a risk assessment in accordance with CIRIA C681 is prepared and submitted to the LPA for approval. These details will be secured by condition.

### **Air quality and Noise**

Policy H3 (The provision of New Housing) states that a suitable residential environment will be safe from environmental pollutants such as land contamination, excessive noise and air quality issues.

Policy EM7 (Air Quality) states that development schemes should promote a shift to the use of sustainable low emission transport to minimise the impact of vehicle emissions on air quality.

In order to mitigate the impacts of this development on local air quality, Environmental Protection Officers have requested a condition requiring gas boilers to have a maximum dry NOx emissions rate of 40mg/kWh and a Construction Management Plan should be prepared demonstrating how noise and dust emissions will be minimised, to mitigate against the impact on neighbouring properties in accordance with Policy EM7 of the Coventry Local Plan, 2016

The application site is located to the busy Craven Street and opposite the Craven Arms PH which has a licence for live and recorded music and is open until 1am at the weekend with an external drinking area that faces the proposed development site. Environmental Protection Officers have therefore recommended an environmental noise survey is undertaken that addresses these noise sources and provides recommendations for any



mitigation required to achieve BS8233:2014 levels and the WHO 55dB guideline value for amenity spaces to be submitted. These details are to be secured by condition.

### **Ecology**

Policy GE3 (Biodiversity, Geological, Landscape and Archaeological Conservation) of the Local Plan states that Sites of Special Scientific Interest (SSSIs), Local Nature Reserves (LNRs), Ancient Woodlands, Local Wildlife and Geological Sites will be protected and enhanced.

The site is not a designated wildlife site, nor does it have any other special ecological status. One objection has been received regarding the loss of green space as a result of the proposal. It is acknowledged some garden area will inevitably be lost as a result of the proposal, however there will be a rear garden retained to the proposed new dwelling. The garden area which is to be lost was not an area of public use and there were no public view points across it, therefore it is not considered the loss of this garden area would have a significant negative effect on the visual amenity of the area, or on the ecology or biodiversity of the area.

### **Other issues**

To clarify point I) of the neighbour objections, all residents which directly adjoin the site were notified as is the statutory requirement. There is no statutory requirement to notify properties which do not adjoin the site. A site notice was also erected at the site and a press notice was posted in the Coventry Telegraph. Public consultation has been carried out in accordance with planning legislation.

Objections have been raised stating the house will be converted into a House in Multiple Occupation. There is no evidence to suggest this to be true. The application has been determined on the basis of the information which has been submitted. Notwithstanding this, it should be noted under the Use Classes Order, dwelling houses (Use Class C3) can change to smaller Houses in Multiple Occupation (Use Class C4), without the need for planning permission. The two uses are interchangeable. A smaller house in multiple occupation is defined as, 'a small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom. Any increase in 6 occupants would require planning permission.

### **Conclusion**

The proposed development is considered to be acceptable in principle and will not result in any significant impact upon visual amenity, neighbour amenity, highway safety, conservation and heritage, ecology, contaminated land, noise and air quality, subject to relevant conditions. The reason for Coventry City Council granting planning permission is because the development is in accordance with: Policies H3, GE3, DE1, HE2, AC1, AC3, AC4, EM6, EM7 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 and site, appearance of the building, landscaping of the site, layout of the site and its relationship with adjoining development, and the scale of building (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 all earthworks, mounding and 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; Block plan DWG:1043.02; Existing Site and Location Plan DWG: 1043.01; Supporting Statement and Heritage Statement ref: 1043-04A.

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

6. The development shall be carried out only in full accordance with sample details of the external facing and roofing materials which shall be submitted to and approved in writing by the local planning authority

**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.*

7. The reserved matters to be submitted in accordance with condition 1 shall include details of cycle parking facilities and bin stores shall be provided and remain available for use at all times in accordance with the approved details

**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, AC3 and AC4 of the Coventry Local Plan 2016.*

8. The development (including any works of demolition) shall proceed only in strict accordance with a construction method statement which 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: the 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; and a scheme for recycling / disposing of waste resulting from demolition and construction works, unless otherwise agreed in writing by the local planning authority.

**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.*

9. 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 dwelling house 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.*

10. The development hereby permitted shall not commence unless and until a Desk Study for Potential Unexploded Ordnance Contamination and a risk mitigation strategy has been submitted to and approved in writing by the Local Planning Authority. The development shall proceed in strict accordance with the approved details

**Reason:** *To safeguard health, safety and the environment in accordance with Policy EM6 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. Those measures shall have consideration of the use of low NOx boilers (to have a maximum dry NOx emissions rate of 40mg/kWh).  
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. The development hereby approved shall only proceed in accordance with an environmental noise assessment shall be carried out by a competent person. A report of that assessment together with recommendations for any necessary mitigation measures to comply with BS 8233:2014 "Sound Insulation and Noise Reduction in Buildings-code of practice and "World Health Organisation Guidelines For Community noise" shall be submitted to and approved in writing by the LPA. Thereafter the approved details shall be carried out strictly in accordance all the recommendations contained within the approved noise report prior to first occupation of the development and mitigation measures shall be maintained in accordance with the approved details thereafter

**Reason:** *To protect the amenities of future occupiers from road traffic noise and general disturbance in accordance with Policy H3 of the Coventry Local Plan 2016.*

13. No development shall take place unless and until details have been submitted to and approved in writing by the local planning authority showing:
- (a) 1:10 drawings of external frames to windows and doors and associated joinery sections (including reveal depths);
  - (b) 1:10 drawings of brick detailing including plinths, corbelling and cill and window heads;
  - (c) 1:10 drawings of the feature chimney and its chimney pots;
  - (d) traditional cast iron rain water goods;
  - (e) decorative finishes and colours to be used externally. Thereafter the development shall be carried out in accordance with the approved details.

**Reason:** *To ensure that the proposed development has a satisfactory external appearance in the interests of the visual amenities of the Chaplefields Conservation Area in accordance with Policy HE2 of the Coventry Local Plan, 2016.*

14. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any order revoking and re-enacting that order with or without modification), no further development shall take place within the curtilage of the dwellinghouse hereby permitted, other than the painting of the exterior of any building, without the written approval of the local planning authority

**Reason:** *That due to the prominent nature of the application site within the Chaplefields Conservation Area, adjacent to a highway 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 DE1 and H5 of the Coventry local Plan, 2016*

15. The dwelling hereby permitted shall be no higher than two storeys and shall not exceed the height of the existing building at No.56 Craven Street.

**Reason:** *To ensure that the proposed development has a satisfactory external appearance in the interests of the visual amenities of the Chaplefields Conservation Area in accordance with Policy HE2 of the Coventry Local Plan, 2016.*

[Existing Site & Location Plan](#)  
[Proposed Site Plan](#)  
[Planning History Map](#)