

<b>Planning Committee Report</b>	
<b>Planning Ref:</b>	RMM/2019/1030
<b>Site:</b>	Land bounded by Hall Brook, Bennetts Road South, Sandpits Lane
<b>Ward:</b>	Bablake
<b>Proposal:</b>	Submission of reserved matters (layout, internal access arrangements, scale, appearance and landscape details) for Phase 1 comprising of 322 dwellings and details of green infrastructure strategy for all phases (excluding third party land) and a temporary construction access pursuant to OUT/2014/2282
<b>Case Officer:</b>	Nigel Smith

### SUMMARY

As outline planning permission (including access points) has been granted and this is a reserved matters application, the principle of development of this land has been established. The proposal complies with the outline permission as well as the majority of the SUE design guide SPD. The internal highway arrangements are acceptable, as are the landscaping proposals.

### BACKGROUND

The site benefits from outline planning permission for up to 800 dwellings, a primary school, a local centre, accesses and public open space. The proposal is the submission of reserved matters (layout, scale, appearance and landscaping) for 322 dwellings, comprising Phase 1 of development of the wider site. Phase 1 consists of the north western third of the outline application site. It is bounded by Tamworth Road to the south west, Hall Brook to the north east and the north western boundary follows that of the outline application. The south eastern boundary is a hedgerow which runs across the site, to the north west of the Royal Court Hotel. The Phase 1 site includes the approved main site access points via Tamworth Road.

### KEY FACTS

<b>Reason for report to committee:</b>	Representations from 5 or more people contrary to recommendation
<b>Current use of site:</b>	Agricultural
<b>Proposed use of site:</b>	Residential

### RECOMMENDATION

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

### **REASON FOR DECISION**

- The proposal is acceptable in principle and complies with the outline permission.
- The proposal will not adversely impact upon highway safety.
- The proposal accords with the SUE SPD and Policies: DS3, DS4, H2, H3, H4, H6, H9, GE1, GE3, GE4, DE1, AC1, AC2, AC3, AC4, AC5, EM4 and EM5 of the Coventry Local Plan 2016, together with the aims of the NPPF.

## BACKGROUND

### APPLICATION PROPOSAL

The proposal is the submission of reserved matters (layout, scale, appearance and landscaping) for 322 dwellings, comprising Phase 1 of development of the wider site. The dwellings would be split between open market (242) and affordable housing (80) with the open market dwellings comprising 27 two beds, 70 three beds, 120 four beds and 25 five bedroomed properties. The affordable housing would comprise 35 shared equity units and 45 social rented, with 42 having two bedrooms, 31 having three bedrooms and 7 four bedrooms. The vast majority of houses would be two storey with a few two and a half containing rooms in the roof.

The proposal comprises development on 10.87 hectares of land with green infrastructure and drainage features comprising a further 5.19 hectares. 0.44 hectares is set aside for the Keresley link road. Therefore 31.4% of the site would remain undeveloped.

A submitted design compliance statement explains that key character areas have been used to help define and create a sense of place throughout the development by subtle changes in roof styles, window dressings, materials and door styles. Phase 1 demonstrates the following 4 such areas:

- (i) Tamworth Road frontage – large detached properties, lower density development and larger gaps between dwellings to reduce overall mass of development
- (ii) Spine road avenue – higher density housing with predominance of semi-detached and detached units, consistent building lines and frontage boundary treatments to frame and enhance the formal nature of the spine road, varied roof line and storey height to emphasise distinctiveness, and formal focal squares to promote sense of place
- (iii) Greenway and meadow frontages – lower to medium density with a looser development pattern, informal frontages and build lines with a strong landscaped development edge, outward facing dwellings providing natural surveillance over green space
- (iv) Core housing – medium to higher density housing, larger formal frontages with wider setbacks to accommodate higher percentage of on plot parking, a handful of secondary focal squares to define key junctures between character areas

The houses are set within a defined road hierarchy, with the main Keresley SUE link road being partly constructed by the developer. This road would be 7.3m wide with segregated cycle and pedestrian routes. The main spine road through the Taylor Wimpey land parcel would lead from Tamworth Road to Bennetts Road and would be 6.5m wide and would also have segregated cycle and pedestrian routes. All other roads would be shared surface, with edge roads narrower than internal roads, which would have greater traffic flow.

Existing public rights of way run from Tamworth Road, at the south west of the site, to the Hall Brook to the north east. These would be retained, with new links to them created within the development parcel.

The open space within this phase includes a wide tract of land adjacent to the Hall Brook (at least 50m wide) which incorporates drainage attenuation basins, wildflower meadow and allotments. A landscaped strip would be retained adjacent to the public right of way to the north west of the site, with others adjacent to the link road and along the route of the gas pipeline, which traverses the site. A pond and mature trees would be retained adjacent to Tamworth Road, with a dog legged hedgerow containing many mature trees being retained to the north of the site. Another section of hedgerow would be retained close to the Tamworth Road frontage and another adjacent to the public right of way to the south east of this parcel. Other sections of hedgerow would be removed along with a handful of mature trees.

#### SITE DESCRIPTION

The site covered by the outline permission is contained between Tamworth Road to the west, Sandpits Lane to the south, Bennetts Road South to the east and the Hall Brook forms the northern boundary. Reserved Matters details are provided for phase 1 only.

Phase 1 consists of the north western third of the outline application site and accommodates 322 dwellings. It is bounded by Tamworth Road to the south west, Hall Brook to the north east and the north western boundary follows that of the outline application. The south eastern boundary is a hedgerow which runs across the site, to the north west of the Royal Court Hotel. The Phase 1 site includes the approved main site access points via Tamworth Road.

The majority of the site is open land, used for agricultural purposes along with hedgerows, trees and ponds. Land levels drop significantly across the site from Tamworth Road to the Hall Brook.

A gas pipeline crosses the site on a north-south axis and electricity wires traverse from south west to north east.

#### PLANNING HISTORY

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

<b>Application Number</b>	<b>Description of Development</b>	<b>Decision and Date</b>
OUT/2014/2282	Erection of up to 800 dwellings, local centre, primary school, public open space (all matters reserved except vehicular access from Tamworth Road and Bennetts Road South). The outline application was an EIA application and an Environmental Statement was submitted with it.	Granted 12 <sup>th</sup> February 2018
AD/2018/3160	Submission of amended details - involving amending conditions 20, 35 and 42 to relate to any alternative phasing plan which may be submitted pursuant to Condition 5. Addition of a condition which allows conditions 12, 29, 30,	Granted 18 <sup>th</sup> December 2018

	33, 34, 36, 38, 41, 45, 51 and 54 to be discharged and implemented on a phased basis pursuant to condition 5 - to permission OUT/2014/2282 for residential led development	
AD/2019/0516	Submission of amended details - involving removal of condition 47 - imposed on permission OUT/2014/2282 for residential led development	Granted 28 <sup>th</sup> March 2019
DC/2019/1852	Submission of details to discharge conditions 9 (tree and hedge retention plan - phase 1); 14 (landscape management plan); 15 (bat surveys); 16 (bat survey of trees); 18 (bird survey); 19 (badger survey); 21 (CEMP); 22 (combined ecological and landscaping scheme); 23 (reptile survey); 27 (archaeological works); 28 (noise assessment); 35 (provision and management of buffer zone to hall brook and ponds); 36 (method statement for treatment of environmentally sensitive areas - phase 1) and 41 (energy assessment) imposed upon permission OUT/2014/2282	Pending

## POLICY

### National Policy Guidance

National Planning Policy Framework (NPPF). The NPPF, February 2019 (as amended) sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that is relevant, proportionate and necessary to do so. The NPPF increases the focus on achieving high quality design and states that it is "fundamental to what the planning and development process should achieve".

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

### Local Policy Guidance

The current local policy is provided within the Coventry Local Plan 2016, which was adopted by Coventry City Council on 6<sup>th</sup> 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 DS4: (Part C) – Keresley SUE

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 GE1 Green Infrastructure  
Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation  
Policy GE4: Tree Protection  
Policy DE1 Ensuring High Quality Design  
Policy AC1: Accessible Transport Network  
Policy AC2: Road Network  
Policy AC3: Demand Management  
Policy AC4: Walking and Cycling  
Policy AC5: Bus and Rapid Transit  
Policy EM4 Flood Risk Management  
Policy EM5 Sustainable Drainage Systems (SuDS)

Supplementary Planning Guidance/ Documents (SPG/ SPD):  
SPD Sustainable Urban Extension Design Guide  
SPD Delivering a More Sustainable City  
SPD Coventry Connected

#### CONSULTATION

No Objections received from:

- Urban Design (CCC)
- Housing Policy (CCC)

No objections subject to conditions have been received from:

- Highways (CCC)

Objections have been received from:

- Keresley Parish Council state that the development of the SUE is piecemeal and the development of houses without the link road will result in traffic congestion and air pollution. Development should not occur until the link road is fully planned and funded. Also, the development would result in the excessive loss of hedgerows, has less green space than the previous illustrative masterplan and does not have an equipped play area. They also consider that the local centre and school should be provided in Phase 1 along with public transport. Finally, they consider the link road shown in the Phase 1 plan should join the proposed Long Lane / Tamworth Road roundabout junction.

Tree Officer – no objection in principle to the proposed layout but recommends retention of four additional trees and some additional planting

Immediate neighbours and local councillors have been notified; site and press notices were posted.

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

- a) There is a lack of facilities in the area (shops, schools, doctors, schools)
- b) Public transport provision is poor and this phase won't have access to bus service along Bennetts Road
- c) Loss of trees / wildlife
- d) Impact on traffic congestion / air quality / pedestrian safety on nearby roads
- e) Lack of detailed plan for delivery of link road. Link road too far north.

- f) Impact on sewage / water / flooding
- g) Density of development too high
- h) The design will not fit in with the SPD
- i) No access to high quality walking / cycling routes

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

- j) Loss of Green Belt. *The site is no longer in the Green Belt.*
- k) No need for the houses as housing growth numbers incorrect

Notification letters have been sent out following the receipt of amended plans, which any further comments received will be reported within late representations.

## APPRAISAL

The main issues in determining this application are: principle of development; compliance with outline permission; and compliance with Sustainable Urban Extension SPD.

### Principle of development

As outline planning permission (including access points) has been granted and this is a reserved matters application, the principle of development of this land for up to 800 dwellings, a local centre and school has been established. Therefore any comments seeking to challenge the acceptability of the erection of houses on the site or access to the site are not relevant to this application and cannot be given any weight in the decision.

Such comments include:

- reference to use of Green Belt land;
- not needing as many houses in the City as are suggested in the local plan;
- the lack of facilities in the area;
- lack of detailed plan for delivery of the link road
- the impact of the proposal upon traffic congestion / air quality / pedestrian safety on surrounding roads

Policy DS4 (Part c) relates specifically to the Keresley SUE, and states that development proposals which relate to this area should have regard to the following requirements:

- i) Incorporate the recommendations of the SUE SPD
- ii) Ensure the planned local centres are located at separate ends (north and south) in accordance with Policy R1
- iii) Ensure the new defensible boundaries to the Green Belt are clearly supported on the western side to Tamworth Road and to the north around Thompson's Lane
- iv) Establish a comprehensive green and blue infrastructure corridor focused around the ancient woodlands, Hounds Hill and the Hall Brook. The corridor should run North-South between the Burrow Hill Fort and Jubilee Woodland
- v) Identify clear access points to the site and make appropriate provisions for new transport infrastructure and highway improvements to support the comprehensive delivery of the site. This should include: the provision of a new link road, which should be operational prior to completion of all development components of the SUE; and the management of highway junctions at Bennetts Road, Tamworth Road, Fivefield Road, Sandpits Lane, Thompson's

Lane, Long Lane and Watery Lane to ensure they continue to operate in a safe and appropriate way.

This Policy is clearly of more use in guiding applications on other development parcels within the SUE, which do not already benefit from an outline planning permission. However, the proposals do conform with the Policy in any event. This reserved matters application still allows for development of the proposed local centre in a later phase adjacent to Bennetts Road. The proposal is entirely located in the area of land taken out of the Green Belt by the Local Plan, and supports the provision of a green and blue infrastructure corridor along the Hall Brook. Room is also provided for the new link road, and extensive s106 payments are due towards highway works in the vicinity of the site as development proceeds. Whether the development incorporates the recommendations of the SUE SPD is dealt with later in this report. However, subject to that, it is clear that the proposal complies with Policy DS4 (Part c).

### **Compliance with outline permission**

Condition 6 on the outline permission requires that:

*Any reserved matters submitted under this permission shall follow the masterplan principles and allow for the following:*

- a) retention of Local Wildlife Site;*
- b) retention of hedgerows;*
- c) provision of 20% of total site area as green space;*
- d) provision of a network of cycle/ footpaths;*
- e) provision of a local centre;*
- f) provision of a 1.8ha school site;*
- g) provision of a corridor reserved for future link road that positively supports the comprehensive delivery of the overall allocation;*
- h) provision of a watercourse corridor;*
- i) provision of character areas as set out in the Design and Access Statement*

Condition 42 lists various approved documents which need to be taken into account, including an indicative masterplan.

Condition 55 requires all habitable buildings to be constructed at least 14m away from the gas pipeline which crosses the site.

The proposal complies with all of these requirements. The Local Wildlife Site is located adjacent to Sandpits Lane and is unaffected by this phase. An Open Space Works Specification proposes that around 30% of the overall site will be Green Space, which exceeds the 20% figure in condition 6. The provision of housing on this section of the site does not prejudice the delivery of either the local centre or the school, which are earmarked for provision adjacent to Bennetts Road. Development is set well back from the Hall Brook (at least 50m), which provides for provision of an attractive watercourse corridor.

The layout provides space for the link road through the wider SUE, and actually includes provision of part of that as a result of the development. The Parish Council and others have pointed out that the alignment of the link road would be slightly further to the north than envisaged by previous indicative masterplans for the SUE. However, the alignment

still allows for the road to get to Bennetts Road and does not prejudice its delivery. A condition is recommended to ensure that no dwellings are occupied on site until the areas of land required for provision of the link road are dedicated as highway, so as to prevent any issues regarding future deliverability of this key piece of infrastructure.

A network of foot and cycle paths are proposed within the site, which includes retaining existing rights of way which run close to the south eastern and north western boundaries of the site. Cycle / footpaths are proposed adjacent to the link road and also the spine road through the estate (which will ultimately lead to Bennetts Road next to the local centre and school). Other less formal routes are proposed to link the northern right of way with the link road and Tamworth Road.

Hedgerows are retained where possible, although some would inevitably be removed to make way for roads and also to create useable development parcels. The Parish Council are concerned that more would be removed than indicated on the illustrative masterplan tabled at outline stage. Whilst the removal of any hedgerow is regrettable, it is accepted that the proposal represents a reasonable balance between preserving the most important sections (including the dog legged hedgerow to the north of the site with lots of mature trees within it) and creating a workable layout.

Whilst the proposed layout is not exactly the same as the illustrative masterplan submitted at outline stage, it is broadly in accordance with it. Illustrative masterplans only ever indicate one way in which the development of a site could occur, hence the use of the word illustrative.

### **Compliance with Sustainable Urban Extension Residential Design Guide Supplementary Planning Document**

The SPD covering the way in which the SUE should be designed was adopted in August 2019 and came into effect the following month. This includes guidance on house design and streetscene as well as street hierarchy and materials.

The SPD provides advice on different types of road and their composition, such as width and whether they have separate footpaths / cyclepaths etc. It refers to six categories of highway, from link roads to courtyards. For link roads it is recommended that the carriageway be up to 7.3m wide with a 2/3m wide landscaped buffer with private drives / footpaths / cycle paths beyond. The proposal includes a 7.3m wide carriageway for the main Keresley link road with 2m wide soft landscaped verge with a 3m wide cycle / pedestrian route on one side and a 2m wide pedestrian footpath on the other. On either side of this would be a further soft landscaped strip before private drives.

For the next category of highway (Avenues) the SPD suggests a carriageway with 2-3m wide soft landscaped strip and a ped/cycle way between that and front gardens. The proposal complies with this, with a 3m wide pedestrian / cycle route on one side of the road and a 2m wide footway on the other. This is used for what will become the spine road through the estate which will ultimately link with Bennetts Road and lead to the school, local centre.

Below this level of highway are internal and edge roads. The applicant has used different terminology to the SPD to describe these highways, with the proposed internal roads being shared surfaces (ie. no separate footpath) whereas internal roads in the SPD have



traditional carriageway and footway design. Edge roads are also shared surface, albeit slightly narrower as they predominantly have development only on one side. Internal roads are up to 7.8m wide with the edge roads up to 6.8m, reducing to 5.8m where development is only on one side. Edge roads would be surfaced in buff coloured asphalt or similar to signify a difference to highway users. Private drives would extend from some edge roads and these would be block paved and 4.5m wide.

It is considered that the road hierarchy complies with the SPD.

Turning to house design, the developer has provided variations of house types depending upon which character area they are located. 22 basic house types are proposed with these being tweaked depending on which area of the site they located. For instance, the Amersham house type has 8 variations, with half having high level windows in the garage doors and features such as the verge detail varying between boxed in the core housing area with brick detailing in other areas of the site. Window surrounds also vary, with segmental arches used in the Greenway and Meadow Frontage character area, standard soldier course in Core Housing and stone headers on Tamworth Road frontage.

The door and window frames will be coloured grey within the Spine Road character area and some others will be coloured pastel green to add some variety and interest to the streetscene. White roughcast render and chimneys will also be used on some dwellings at key locations, again to add interest. A small number of dormer windows will be present on the scheme, with all having traditional pitched roofs. Porch canopies would also consist of simple traditional gables or monopitches.

The SPD supports the use of linked dwellings and varying the eaves height to create interesting streetscenes, akin to traditional villages, which have grown organically over time. This is not evident within the submission, and the house type compliance statement has asserted that, as a volume housebuilder, minor material requests can be accommodated (such as window surround, colour, addition of chimneys) but that major changes such as changes to eaves level cannot be due to the need for new Building Regulations approval, delays in delivering dwellings on site and cost implications.

Therefore, whilst there are many good aspects to the house types / layout of the scheme, and it is of a better standard than the majority of schemes within the City, it falls short of being an exemplar design. On balance, it is considered that the design and layout is acceptable.

#### 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.

As mentioned previously in this report, the main accesses to the site were approved by the outline planning permission, along with substantial contributions towards off site junction works. Therefore the impact of the traffic upon local roads is not a consideration for this application.

Furthermore, adequate space is left for the provision of the sections of link road not being built by Taylor Wimpey. A condition is recommended to ensure that this land is dedicated as highway prior to occupation of any houses, so as to ensure easy delivery of this infrastructure.

A condition is also recommended to require the completion of the proposed highway up to the boundary with land to the north west of the site (subject to a separate outline application by Bellway Homes) prior to occupation of 100 dwellings on site. This is to ensure that occupiers on the adjacent land can link in with this site and vehicles can access the proposed main SUE link road without using Tamworth Road.

Highways are satisfied that the internal road layout is suitable to accommodate the traffic flows and turning requirements. Adequate parking spaces have been provided (at least 2 per dwelling) as per the adopted parking standards.

Pedestrian crossing points have been provided across the main link road to align with potential desire lines, as well as bus stops on the link road. There is a condition on the outline application regarding public transport strategy, with the most likely bus route through the site being a variant of the exiting No.16 route along Bennetts Road. It is possible that some buses may divert along the spine road from Bennetts Road (next to the local centre and school on part of the balance of this site) to the main SUE link road before heading back to Bennetts Road. Clearly this can't happen until the spine and link roads are in place, however the provision of the bus stops is a prudent measure to ensure they are not missed out.

## **Other issues**

### **Housing mix / affordable housing / density**

Policy H4 of the Local Plan requires proposals for residential development to include a mix of market housing which contributes towards a balance of house types and sizes across the city. Furthermore, Policy H9 requires development on Greenfield sites to achieve a net density of 30 dwellings per hectare.

The proposal is for 322 on a net developable area of 10.87 hectares. This gives a density of 30 dwellings per hectare, which complies with Policy H9. Furthermore, the proposal comprises a mix of 2, 3, 4 and 5 bedroom dwellings with only 21% having two bedrooms and 47% having at least four bedrooms. This is considered to be beneficial as the SUE's

are a good opportunity to provide larger family housing of which there is limited supply in the City.

Policy H6 requires 25% of dwellings on sites to comprise affordable housing. This requirement is secured by an obligation in the s106 completed as part of the outline consent. In this phase, 80 units out of 322 are proposed to be affordable, which is in line with this Policy.

#### Green / blue infrastructure

The proposal includes a play area (Local Equipped Area Play) on this phase of development so that all children have a play area within 400m of their houses. Another will be provided on Phase 2 in due course.

Whilst drainage is being dealt with by way of discharge of a condition imposed on the outline consent, it has been confirmed that the area earmarked for sustainable urban drainage attenuation basins is of the right size and is in the right location.

Around 30% of the site will remain undeveloped (well in excess of the outline requirement of 20%). Hedgerows are retained where possible, although some would inevitably be removed to make way for roads and also to create useable development parcels. The Parish Council are concerned that more would be removed than indicated on the illustrative masterplan tabled at outline stage. Whilst the removal of any hedgerow is regrettable, it is accepted that the proposal represents a reasonable balance between preserving the most important sections (including the dog legged hedgerow to the north of the site with lots of mature trees within it) and creating a workable layout.

The tree officer recommends that four additional trees are retained, which are proposed to be removed. However, one is required to be removed to make way for the proposed link road and the other three are required to be removed to create a sensible layout.

The outline consent contained many conditions relating to further ecological surveys and reports and these are being dealt with separately through discharge of condition applications. One of these relates to badgers, and an outlier sett is to be closed as part of the Phase 1 development. The Council's ecologist is satisfied with the approach to be taken although a license from Natural England will also be required.

#### Residential amenity

The proposed dwellings closest to Tamworth Road would be located well in excess of the required 20m from existing facing houses to the west of Tamworth Road. Therefore there would be no unacceptable loss of privacy, light or outlook to these occupiers.

#### Conditions

The outline permission includes conditions covering the provision of access and parking spaces for dwellings as well as streetlighting and the provision of a construction method statement. Therefore no highway related conditions (other than those mentioned above) are required on this reserved matters application.

Similarly, there are conditions in place regarding tree protection measures, retention of hedging and implementation of landscaping, as well as a condition controlling the timing of provision of pedestrian / cycle routes / play areas and areas of open space.

Other outline permission conditions cover issues including: finished floor levels; drainage; noise; air quality; archaeology, energy assessments; land contamination; landscape management plans; and various ecological reports and mitigation plans.

Therefore the only conditions required to be imposed relate to drawing numbers; the removal of permitted development rights for hardstanding and boundary treatment in front of dwellings; external materials; and ones to ensure the provision of highway to neighbouring parcels of land.

### **Equality Implications**

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

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

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

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

The proposal includes segregated footpaths along both the link road and avenue, which will provide safe and easy access into and around the site along main roads. Other highways are shared surfaces and allow for easy access without the hindrance of kerb upstands.

### **Conclusion**

The proposed development is considered to be acceptable in principle and complies with the outline permission and the majority of the SUE design SPD. It will not result in any significant impact upon neighbour amenity, highway safety, ecology or infrastructure, subject to relevant conditions. The reason for Coventry City Council granting planning permission is because the development is in accordance with: Policies DS3, DS4, H2, H3, H4, H6, H9, GE1, GE3, GE4, DE1, AC1, AC2, AC3, AC4, AC5, EM4 and EM5 of the Coventry Local Plan 2016, together with the aims of the NPPF.

### **CONDITIONS:/REASON**

1. The development hereby permitted shall be carried out in accordance with the following approved documents: P17-2797\_05Y sheets 01-03; Planning drawing master rev A parts 1, 2a, 3 and 4

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

2. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any statutory instrument amending, revoking and/or replacing that Order, no development to form hard surfaces between the front elevation of any dwellinghouse and the highway shall be carried out without the prior grant of planning permission by the Local Planning Authority.

**Reason:** *Having regard to the open plan layout and general nature of the proposed development it is important to ensure that no development is carried out except with the permission of the Local Planning Authority, which would detract from the appearance of the area and affect the amenities of adjacent properties in accordance with Policies H3 and DE1 of the Coventry Local Plan 2016.*

3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any statutory instrument amending, revoking and/or replacing that Order, no gate, fence, wall or other means of enclosure shall be erected, constructed or improved or altered such as to place the structure in front of the forwardmost part of any dwellinghouse fronting a highway or footpath without the prior grant of planning permission by the Local Planning Authority.

**Reason:** *Having regard to the open plan layout and general nature of the proposed development it is important to ensure that no development is carried out except with the permission of the Local Planning Authority, which would detract from the appearance of the area and affect the amenities of adjacent properties in accordance with Policies H3 and DE1 of the Coventry Local Plan 2016.*

4. Notwithstanding the submitted details, prior to their incorporation into the development hereby permitted, sample details of all facing and roofing materials shall be submitted to and approved in writing by the Local Planning Authority. These details shall be installed only in full accordance with the approved details prior to the first occupation of the development and thereafter shall be retained and shall not be removed or altered in any way.

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

5. Prior to occupation of any dwellings hereby approved, the land indicated to be safeguarded for provision of the Keresley Bypass on page 12 of the submitted Design Compliance Statement, shall be dedicated as highway.

**Reason:** *To secure the provision of the link road in accordance with Policies DS4 (Part C) and H2 of the Coventry Local Plan 2016.*

6. Prior to the occupation of 100 dwellings on site, the highway up to the north western boundary of the site near plot 76 (marked potential link road on drawing P17-2797\_05Y) shall be completed and be available for use.

**Reason:** *To secure the comprehensive delivery of the SUE, in accordance with*

*Policies DS4 (Part C) and H2 of the Coventry Local Plan 2016.*