

Planning Committee Report	
Planning Ref:	FUL/2019/2501
Site:	Coundon Court School, Northbrook Road
Ward:	Bablake and Sherbourne
Proposal:	Erection of a new teaching block, hall extension, canopy, car parking and temporary construction access road
Case Officer:	Nigel Smith

SUMMARY

The majority of the development comprises infill development on previously developed land in the Green Belt and the need to provide educational spaces for young people provides very special circumstances that outweighs any harm to the Green Belt. The design of the building / extension is high quality and the proposals do not harm the setting of heritage assets. The proposal would not result in unacceptable harm to highway safety, ecology or residential amenity.

BACKGROUND

The site is a secondary school located on Northbrook Road in Coundon. The site is located in the Green Belt and there is open countryside to the north and west whilst there are houses on Rosslyn Avenue to the south and Hollyfast Road and Hollyfast primary school to the east. The proposal is to provide a new teaching block, extend the existing hall, provide an external canopy and reorganise car parking.

KEY FACTS

Reason for report to committee:	Objections from 5 or more people
Current use of site:	Education
Proposed use of site:	Education
No. parking spaces	Would increase from 155 to 165
Pupil numbers	Would increase by 60 per year group

RECOMMENDATION

Planning committee are recommended to delegate the grant of planning permission to the Head of Planning and Regulatory Services subject to conditions and demonstration that the impact of the development on trees is acceptable.

REASON FOR DECISION

- The proposal is acceptable in principle.
- The proposal will not adversely impact upon highway safety, heritage assets, ecology or residential amenity.
- The proposal accords with Policies: DS3, DS4, GB1, GE3, GE4, JE7, DE1, HE2, AC2, AC3, AC4, EM2, EM3, EM4, EM5 and EM7 of the Coventry Local Plan 2016, together with the aims of the NPPF.

BACKGROUND

APPLICATION PROPOSAL

The proposal is for four elements, which would help to increase the pupil roster by 60 per year group. One is to erect a two storey teaching block on the southern edge of the existing buildings. This would provide 16 classrooms, special educational needs space, staff workrooms, offices and storage space. The block would have a tapered shape, with it being wider at its northern edge than southern elevation. It would be built in a contemporary style with a mix of heritage red brick, fibre cement white rainscreen cladding and aluminium rainscreen cladding in satin bronze. The main entrance (to its north eastern corner) would be double height glazed and timber slats would be used to provide sun shading and on the soffit over the entrance. A large lantern rooflight would be provided over a central atrium. The block would measure a maximum of 47m long x 30m wide x 7.8m high.

The second element is an extension to the existing hall. To achieve this the existing single storey extension to the rear of The Old House would be demolished and a part single, part two storey extension would be added to the existing hall. This would match the existing scale of the hall. The extension would be finished in a mix of brick, aluminium standing seam dark grey cladding and fibre cement rainscreen cladding in a burnt copper colour. The extension would allow extra space for performances and exams.

Car parking would also be reorganised as part of the works, with numbers increasing to 165 on site. In order to allow the existing hardstanding used for parking at the southern edge of the school buildings to be returned to useable play area, extra spaces would be provided adjacent to the driveway to the west of the site, as well as to the car park adjacent to Northbrook Road.

Finally, an external powder coated steel canopy would be provided in an open square between buildings on site. This would measure 20m long x 7.5m wide and would provide shelter for up to 100 students.

A plan depicting a temporary construction access haul road from an old gate from Hollyfast Road has been submitted with the application. This is to keep construction traffic away from pupils, who access via Northbrook Road.

SITE DESCRIPTION

The site is a secondary school located on Northbrook Road in Coundon. The site is located in the Green Belt and there is open countryside to the north and west whilst there are houses on Rosslyn Avenue to the south and Hollyfast Road and Hollyfast primary school to the east. The school buildings are located to the north of the site with playing fields to the south. A fenced off public right of way bisects the northern and southern sections.

The site contains two locally listed buildings, known as Holly Lodge and The Old House. The lodge is located adjacent to the vehicular access to the school on Northbrook Road, whilst The Old House is more centrally located and is used as a functional part of the school. Existing buildings vary in height between one and three storeys and are mainly flat roofed with a mix of brick, concrete and cladding walls.

There are currently 155 parking spaces, with a car park close to the entrance on Northbrook Road, some more grasscrete spaces to the north west of the site next to a driveway, which leads south towards an area of hardstanding, which is currently used for 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/2015/3207	Demolition of existing houses and erection of building for use as sports hall and changing rooms	Granted (2015)

POLICY

National Policy Guidance

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

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

Local Policy Guidance

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

Policy DS3: Sustainable Development Policy
Policy DS4: (Part A) – General Masterplan Principles
Policy GB1: Green Belt and Local Green Space
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 AC2: Road Network
Policy AC3: Demand Management
Policy AC4: Walking and Cycling
Policy EM2: Building Standards
Policy EM3 Renewable Energy Generation
Policy EM4 Flood Risk Management
Policy EM5 Sustainable Drainage Systems (SuDS)
Policy EM7 Air Quality

Supplementary Planning Guidance/ Documents (SPG/ SPD):

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

CONSULTATION

No Objections received from:

- Sustainability services (CCC)

No objections subject to conditions have been received from:

- Sport England
- Drainage (CCC)
- Ecology (CCC)
- Archaeology (CCC)
- Conservation (CCC)
- Highways (CCC)
- Economic development (CCC)

Tree Officer – requested further arboricultural information, including a BS compliant tree constraints plan and arboricultural method statement

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

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

- a) The temporary road may become permanent. How will access to it be controlled? Will it be lit?
- b) Impact on Green Belt
- c) Impact on wildlife
- d) Noise / anti-social behaviour / loss of privacy from new access
- e) Increased traffic / harm to road safety
- f) How will public right of way be affected

6 letters of support have been received, raising the following material planning considerations:

- g) Improved educational facilities and learning environment for pupils

A petition (53 signatures) supported by Cllr Williams has been submitted, which objects to the proposed temporary access road due to the impact upon security / amenity of neighbours

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, ecology / trees.

Principle of development

Policy GB1 states that “Inappropriate development will not be permitted in the Coventry Green Belt unless very special circumstances exist. Development proposals, including those involving previously developed land and buildings, in the Green Belt will be assessed in relation to the relevant national planning policy”. The NPPF contains a number of types of development which can be considered to be appropriate in the Green Belt. One is “limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt than the existing development”. Paragraph 146 also lists engineering operations as being permissible if they preserve the openness of the Green Belt.

The demolition of the link between the existing hall and locally listed Old House and replacement with an extension would certainly count as infill development, as would the canopy. These developments would be enclosed within the cluster of buildings and would not be visible from elsewhere.

The car parking alterations are more of a reorganisation than adding significant numbers, as southern parking would be relocated to the west of the site. Therefore the potential harm to openness from vehicles to the west would be offset by the removal of that to the south. The overall impact on the Green Belt arising from this would be neutral.

The southern teaching block is the most contentious when it comes to the issue of whether it is appropriate or not in the Green Belt. It could be argued that it is also infill development as it would be located to the west of an existing two storey block and immediately to the south of existing built form, so would not significantly extend the built form on site and therefore not affect the openness of the Green Belt. However, in the event that it is considered that the erection of this building is not infill development, it is considered that very special circumstances apply to clearly outweigh the significant weight which must be given to inappropriate development in the Green Belt. The very special circumstance is the requirement for the City to provide educational spaces for all of its young people. All secondary schools (Coundon Court, President Kennedy and Cardinal Newman) within this part of the City are earmarked to expand to help accommodate pupil growth in the area over the next 3-4 years. There are no other schools which are not due to expand within the area, and certainly no option to expand another school which is not located in the Green Belt. The need to provide educational spaces is considered to be of overriding importance.

Impact on visual amenity / heritage assets

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.

The National Planning Policy Framework, paragraph 127 states that “Planning policies and decisions should ensure that developments:

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

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 proposed teaching block has been designed to match the scale of the nearby south block and would have two storeys with a central atrium. The material palette includes brick, fibre cement cladding and timber and would have a contemporary appearance. Existing buildings on site vary between the three storey red brick Victorian Old House to utilitarian concrete clad blocks and the more modern render and timber clad sixth form block. This block would not be seen in context with the locally listed buildings on site and would provide a welcome aesthetic addition to the collection of buildings on site.

The extension to the hall would see the removal of the existing unsympathetic single storey extension to The Old House. A gap would be left between this building and the extended hall. The extension would simply carry through the single and two storey lines of the existing building. The elevations would be clad in a mixture of brick, dark grey aluminium cladding and bronze coloured fibre cement cladding. This would provide a contemporary feel to the extension. The Conservation Officer is supportive of this approach, and a condition is recommended for details of the resultant repair to the east elevation of the locally listed building arising from removal of the existing extension. This aspect of the works would have a positive impact upon the adjacent heritage asset.

The area where additional parking is proposed to the west of the driveway is part of the setting of The Old House, and a condition is recommended for details of the surface material to be used to be submitted and approved in writing.

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 proposal would result in more pupils being educated at the site and a commensurate increase in staffing. Internal parking would be reorganised and increased to the north of the site but the access point off Northbrook Road would remain unaltered. Highways have analysed the submitted Transport Assessment and do not consider the proposed increase to result in any significant harm to highway safety. It is anticipated that there would be an increase of 61 pupils being dropped off by car based upon the existing percentage of pupils

who travel to school by that method. The school commences at 0830 hours each day and finishes at 1450 hours in order to avoid conflict with traffic to Hollyfast primary. Furthermore, it is considered that the provision of 165 car parking spaces is sufficient to meet the needs of the staff at the school. This figure is actually an overprovision compared to the adopted parking standards, which is for 1 space per full time equivalent staff member. However, it is considered that the school requires the additional provision in order to ensure all staff park on site.

The applicant originally proposed an additional 40 cycle spaces but Highways have requested 70 as per the adopted guidance. Therefore a condition is recommended requiring this.

A temporary construction haul road is proposed from an existing gate opposite the junction of Hollyfast Road and Norman Place Road. This is to help separate pupils from construction traffic and is welcomed from a highway safety perspective. This will be discussed more in the residential amenity section.

If the right of way is to be temporarily stopped then a Temporary Traffic Regulation Order would need to be applied for outside of the planning process. The likelihood is that the right of way will be able to continue to be used throughout the construction period with a person controlling access across for construction vehicles.

Impact on residential amenity

The proposed new buildings would not be anywhere near the boundaries of the site and as such would not have any direct impact upon neighbouring amenity. However, some concern has been expressed with regard to whether the proposed temporary haul road would be made permanent and whether it would be left open all day whilst construction was ongoing. This has led to fears of security for houses which back onto the fields and noise from pupils potentially using the access.

The proposal is for a temporary haul road and a condition is recommended to ensure that it is removed within 3 months of completion of the works. There is no lighting proposed for the road and any lighting columns would require planning permission in any event. The applicant has suggested that the access be controlled by a person in a hut next to the gate, who would simply open the access when a construction vehicle required access or egress. This seems like an eminently sensible suggestion, which would prevent the access being open to all. A condition is recommended requiring the submission of a method statement detailing the control of the access both at this point and across the right of way. Whilst there would be some disturbance to neighbours during the construction period, this is an inevitable consequence of any development and does not justify withholding planning permission.

Increased parking would be proposed in the car park to the north east of the site, adjacent to rear gardens of existing houses. However, this is already a car park and increased disturbance would be minimal. There is an existing issue with noise arising from the emptying of bins in this car park, however the proposal will not make this situation any worse, and the school have recently moved the bins further away from the houses.

Ecology / trees

Policy GE3 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.

Ecological and bat surveys have been completed on the site and a bat roost (a Common Pipistrelle day roost) has been identified in the Old House. Therefore a license from Natural England will be required prior to work commencing.

Furthermore, various recommendations are proposed to be conditioned, including the provision of bat and bird boxes on site.

A tree survey has been submitted with the application, but unfortunately it is not up to the required standard. Additional / revised information has been requested prior to the determination of the application, in order to ensure that important trees are not harmed by the development. Some of the proposed additional parking areas are located within root protection areas of trees and it is important that any works do not harm roots. It may be necessary for parking within such areas to be raised slightly to avoid disturbance of the ground. An update will be provided on the late items sheet, with the aim of ensuring that the Tree Officer has no objections to the proposal.

Other considerations

Sport England have not objected to the proposal on the basis that the haul road is removed and playing field reinstated within 3 months of works being completed. This is to avoid the loss of playing field and is another reason to allay residents' concerns about the road being made permanent.

Aside from the noise from bins being emptied, Environmental Protection have recommended conditions relating to land contamination and also the provision of low NOx emission boilers and an electric vehicle parking space. A construction method statement is also proposed.

The archaeologist has recommended that a condition is proposed to ensure investigative works are undertaken prior to the commencement of development. This is because the location of the medieval settlement of Coundon is not known and there is a chance that items of interest may be discovered.

Conditions relating to local construction employment and drainage are also proposed, as recommended by consultees.

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 new buildings have been designed to be accessible to all, with an external ramp provided to the south of the proposed teaching block where ground levels vary.

Conclusion

The proposed development is considered to be acceptable in principle and will not result in any significant impact upon neighbour amenity, heritage assets, highway safety, ecology, subject to relevant conditions and submission of additional arboricultural information. The reason for Coventry City Council granting planning permission is because the development is in accordance with: Policies DS3, DS4, GB1, GE3, GE4, JE7, DE1, HE2, AC2, AC3, AC4, EM2, EM3, EM4, EM5 and EM7 of the Coventry Local Plan 2016, together with the aims of the NPPF.

CONDITIONS:/REASON

1. The development hereby permitted shall begin not later than 3 years from the date of this decision.

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

2. The development hereby permitted shall be carried out in accordance with the following approved plans: 0001 P02; 0002 P03; 0003 P02; sk004 P01; External lighting 1000 P01; MFL 1000 P03; MFL 1001 P03; MFL 2000 P06; MFL 3000 P02; MH 1000 P02; MH 1001 P02; MH 1002 P02; MH 1003 P02; MH 2000 P02; MH 2001 P03; MH 3000 P02

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

3. Any gas boilers installed on site shall have a dry NOx emission rate of no more than 40mg/kWh. One electric vehicle recharging point shall be provided prior to use of the extensions and shall not be removed or altered in any way and shall be kept available for such use by residents at all times.

Reason: *To mitigate the impacts of development on air quality in accordance with Policy DS3 of the Coventry Local Plan 2016 and the aims and the objectives of the NPPF.*

4. No development (including any demolition or preparatory works) shall take place unless and until a written scheme of archaeological investigation, which shall include a detailed programme of archaeological works, has been submitted to and approved in writing by the Local Planning Authority. The development shall only proceed in full accordance with these approved details

Reason: *The submission of these details prior to the commencement of development is fundamental to mitigate the effect of the works associated with the development upon any heritage assets and to ensure that information regarding these heritage assets is preserved by record for this and future generations in accordance with Policy HE2 of the Coventry Local Plan 2016*

5. The development hereby permitted shall only proceed in strict accordance with a scheme for targeting and utilising local people for construction and employment, which shall be submitted to an approved in writing by the Local Planning Authority.

Reason: *To secure local employment in accordance with the City Council jobs strategy and Policy JE7 of the Coventry Local Plan 2016.*

6. Prior to the occupation of the development hereby permitted the following drainage details shall be submitted to and approved in writing by the Local Planning Authority:
- (i) A scheme for the provision of surface water drainage, incorporating SUDS infiltration or attenuation techniques if possible;
 - (ii) A detailed strategy for long term maintenance of the SUDS;
 - (iii) The development discharge rate must be managed to 5.0 litres per second;
 - (iv) Evidence to show management of overland flow routes in the event of exceedance or blockage of the drainage system;
 - (v) Where development results in the severance, diversion or the reception of natural or engineered drainage flow, the developer shall maintain existing flow routes or intercept these flows and discharge these by a method approved by the local planning authority; and
 - (vi) To manage down flood risk, a means of overflow should be provided at the pond receiving the attenuated flows from the extended car park.

Reason: *To ensure that adequate drainage facilities are available for the satisfactory and proper development of the site in accordance with policies EM1, EM4 and EM5 of the Coventry Local Plan 2016 and Coventry City Council's adopted Supplementary Planning Document for 'Delivering a More Sustainable City'*

7. 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. 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 EM6 of the Coventry Local Plan 2016 and the aims and objectives of the NPPF.*

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

to the intended use of the land after remediation.

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

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

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

10. Prior to occupation of the development hereby permitted and following completion of the measures identified within the remediation scheme approved under condition No.9, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and submitted to the Local Planning Authority for approval in writing.

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

11. No development (including any demolition) shall take place unless and until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority. The CMP shall include details of:
- hours of work;
 - hours of deliveries to the site;
 - the parking of vehicles of site operatives and visitors during the demolition/construction phase;
 - the delivery access point and details of its management to prevent unauthorised access to the site;
 - 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;
 - wheel washing facilities and other measures to ensure that any vehicle, plant or equipment leaving the application site does not carry mud or deposit other materials onto the public highway;
 - measures to control the emission of dust and dirt during demolition and construction;
 - measures to control the presence of asbestos;
 - measures to minimise noise disturbance to neighbouring properties during demolition and construction;
 - details of any piling together with details of how any associated vibration will be monitored and controlled; and
 - a scheme for recycling / disposing of waste resulting from demolition and construction works.
- Thereafter, the approved details within the CMP shall be strictly adhered to throughout the construction period and shall not be amended in any way.

Reason: *The agreement of a Construction Management Plan prior to the commencement of development is fundamental to ensure a satisfactory level of environmental protection; to minimise disturbance to local residents and in the interests of highway safety during the construction process in accordance with Policies [EM7], AC1 and AC2 of the*

Coventry Local Plan 2016.

12. The development shall proceed in accordance with the proposed external facing and roofing materials denoted in the approved drawings.

Reason: *In order to achieve a satisfactory external appearance of the development, in accordance with Policy DE1 of the Coventry Local Plan 2016.*

13. Prior to their incorporation into the development hereby permitted, details of the surfacing material for the car parking spaces proposed to the west of the existing driveway, 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.*

14. Within 3 months of the development being brought into use, the temporary access road shall be completely removed and the playing field reinstated to a condition fit for use as a playing field.

Reason: *To prevent loss of playing field in accordance with Policy GE2 of the Coventry Local Plan 2016.*

15. Prior to use of the extended hall, large scale elevational details of the proposed repair programme to the locally listed 'Old House' (including details of new material as well as colour / finish of any new mortar) shall be submitted to and approved in writing by the local planning authority. The approved details shall be installed within 3 months of use of the extended hall.

Reason: *In order to ensure no harm to the locally listed building in accordance with Policy HE2 of the Coventry Local Plan 2016.*

16. The development hereby permitted shall not be occupied unless and until all of the works detailed within the approved Energy Statement have been completed in full and thereafter they shall be retained at all times and shall not be removed or altered in any way.

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

17. Prior to the first occupation of the development hereby permitted, two bat boxes and three bird nesting boxes shall be installed in strict accordance with details to be submitted to and approved in writing by the local planning authority; and once installed they shall be retained and shall not be removed or altered in any way

Reason: *To ensure that protected species are not harmed by the development in accordance with Policy GE3 of the Coventry Local Plan 2016 and the advice contained within the NPPF 2018.*

18. The development shall proceed in accordance with the following recommendations:
(i) R1, R2, R3 and R4 in section 6 of bat emergence survey RT-MME-150590; and
(ii) R2, R3, R6 and R7 in section 7 of Preliminary Ecological Appraisal RT-MME-150382-01

Reason: *To ensure that protected species are not harmed by the development in accordance with Policy GE3 of the Coventry Local Plan 2016 and the advice contained within the NPPF 2018.*

19. Prior to the commencement of development, a method statement and plan, detailing how construction traffic would cross the existing Public Right of Way, shall be submitted to and approved in writing by the local planning authority. Thereafter the development shall proceed in accordance with the approved details.

Reason: *To ensure the continued operation of the public right of way, in accordance with Policy AC4 of the Coventry Local Plan 2016.*

20. The development hereby permitted shall not be occupied unless and until the manoeuvring space and car parking areas indicated on the approved drawings have been provided in full accordance with those details and thereafter those areas shall be kept marked out and available for such use at all times.

Reason: *In the interests of highway safety in accordance with the aims and objectives of Policies AC1, AC2 and AC3 of the Coventry Local Plan 2016*

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

Reason: *In the interests of encouraging the use of alternative modes of transport with the aim of creating a more sustainable city in accordance with Policies DS3, AC3 and AC4 of the Coventry Local Plan 2016.*

