

Planning Committee Report	
Planning Ref:	FUL/2020/2817
Site:	Quinton Parade
Ward:	Cheylesmore
Proposal:	Erection of 13 apartments as an additional floor on an existing mixed-use building
Case Officer:	Owain Williams

SUMMARY

This application seeks full permission for 13 new one-bedroom apartments to be added as 3rd floor to an existing two storey mixed use building known as Quinton Parade.

BACKGROUND

The existing building located within the Daventry Road District Centre is a u-shaped building which was built around the 1950's with a steel frame at ground floor and traditional masonry above. The ground floor units are used for a mixture of units mainly in E class use and some sui generis such as a bookmaker. The upper floors are residential and form duplex units with car parking within the centre of the U accessed by an undercroft and to the front of the ground floor shop fronts.

This application originally proposed 16 residential units with a mixture of 1- and 2-bedroom units, however during the planning application process the proposal was reduced to 15no. units and now 13no. 1-bedroom units to incorporate design requests from the urban designer and planning officers.

KEY FACTS

Reason for report to committee:	Over 5 letters of Objection
Current use of site:	Mixed Use
Proposed use of site:	Mixed Use (additional residential units)

RECOMMENDATION

Planning committee are recommended to grant planning permission subject to the conditions listed in the report and the completion of the S106 legal agreement to secure the contributions listed within the report; and

Delegate authority to the Strategic Lead Planning (following consultation with the Chair of Planning Committee) to agree any amendments to these conditions and any S106 triggers/contributions set out within the report, which are considered necessary.

REASON FOR DECISION

- The proposal is acceptable in principle.
- The proposal will not have a detrimental impact upon the character and appearance of the area.
- The proposal will not adversely impact upon highway safety.
- The proposal will not adversely impact upon the amenity of neighbours.
- The proposal accords with Policies: DS3, DE1, H5, H11 & AC3 of the Coventry Local Plan 2016, together with the aims of the NPPF.

BACKGROUND

APPLICATION PROPOSAL

The proposed development is for the addition of an upper floor to Quinton Parade to comprise 13no. one-bedroom units.

There have been several amendments made to the proposals through the planning process which can be followed below:

Original Submission November 2020

- 16 new units comprising 11no one beds and 5no two beds
- Proposal provided full coverage of the original roof.
- Units to be flush with the front of the building and rendered details carried up through from existing building.
- The height of the units stepped up on the chamfered corners, max height of building 13.7 metres.
- New external staircases provided to the rear
- Silver/Light Grey cladding proposed.

Amendments submitted January 2021

- New units now inset from the front of the building by 750mm and no render features pulled through from the existing.
- Step in height of units now removed so maximum height of building now 12.7 metres.
- Darker horizontal cladding now proposed.

Amendments submitted February 2021

- Proposal altered to 15 new units comprising 11no one beds and 4no two beds
- Proposed units now stepped away from the end of the building adjoining the garage site by 6.1 metres.
- New units now inset from the front of the building by a metre.
- Darker vertical cladding now proposed

Amendments submitted March 2021

- Fenestration changes made, mainly to window alignment

Amendments submitted June 2021

- Proposal altered to 13 new one bed units.
- External staircases removed
- Two internal staircases introduced
- Alteration of existing 2-bedroom unit to 1 bed unit to incorporate internal staircase.
- Realignment of windows on chamfered corners.

In summary the proposal now consists of 13no. one-bedroom flats which will be located as an additional floor to Quinton Parade. The new units will increase the height of the existing building by 3 metres and will now stand 12.7 metres in height. The units will be set back from the front of the building by a metre and will also have a metre access with rails to the opposite side where access to the properties will be obtained. The new upper floor will be set away from the end of the building which adjoins the garage site fronting Daventry Road by 6.1 metres and will be clad in a dark grey vertical cladding.

The new units will be accessed via two internal staircases which will connect into the existing walkways of the parade at the first-floor level. The existing external staircases will be utilised to gain access to the rear parking court. No additional parking is being provided as part of the scheme.

SITE DESCRIPTION

The building known as Quinton Parade is located within the Cheylesmore area of Coventry and is sited on the junction of Daventry Road, Quinton Park and Blondvil Street.

Quinton Parade is largely surround by residential properties to the North, South and West with another long parade of shops situated opposite to the North East along Daventry Road forming the designated Daventry District Centre. Directly to the East of the building is Quinton Park, providing a large open space with pond.

The building is a U-shaped building standing 3 storeys high. The original building was built around the 1950's with a later addition completed in 2008 which extends into Blondvil Street. In the centre of the U is a car park accessed via an under croft from Blondvil Street and this is also where bin stores are located.

The building is relatively uniform with its window spacing and types and has ground to eaves rendered surrounds framing the two chamfered corner elevations and is replicated twice further on the Daventry Road elevation to depict the central pedestrian entrance and the end of the building.

The ground floor of the building has a varied character with different shop fronts and signage running along Daventry Road and Quinton Park, but there are residential units fronting Blondvil Street at ground floor with small hard surfaced amenity areas enclosed by dwarf brick walls.

PLANNING HISTORY

There is one historic planning application for this sit which is as follows:

Application Number	Description of Development	Decision and Date
R/2006/0691	Erection of three storey apartment block to create 11 self-contained units [Land adjacent to Quinton Flats Blondvil Street]	Approved 17 th June 2006

POLICY

National Policy Guidance

National Planning Policy Framework (NPPF). The new NPPF most recently updated in July 2021 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 new 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) 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 6th December 2017. Relevant policy relating to this application is:

Policy DS3: Sustainable Development Policy

Policy DS4: (Part A) – General Masterplan Principles

Policy H3: Provision of New Housing

Policy H4: Securing a Mix of Housing

Policy H5: Managing Existing Housing Stock

Policy H6: Affordable Housing

Policy H9: Residential Density

Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation

Policy DE1 Ensuring High Quality Design

Policy AC1: Accessible Transport Network

Policy AC2: Road Network

Policy AC3: Demand Management

Policy AC4: Walking and Cycling

Policy EM1: Planning for Climate Change Adaptation

Policy EM2: Building Standards

Policy EM3 Renewable Energy Generation

Policy EM4 Flood Risk Management

Policy EM5 Sustainable Drainage Systems (SuDS)

Policy EM7 Air Quality

Policy IM1: Developer Contributions for Infrastructure

Supplementary Planning Guidance/ Documents (SPG/ SPD):

SPG Design Guidelines for New Residential Development

SPD Delivering a More Sustainable City

Appendix 5 Car Park and Cycle Standards

CONSULTATION

- No Objections received from:
- NHS CCG
- Coventry Public Health
- Ecology
- Education
- Fire Services

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

- Environmental Protection
- Highways
- Lead Local Flood Authority
- Streetscene and Greenspace
- Urban Design and Landscape
- Economic Development Services

Immediate neighbours and local councillors have been notified via the display of a site notice alongside a press notice in the Coventry Telegraph. Further notifications of the amendments have also been made via site notices and letters to residents and objectors.

Zarah Sultana MP has written on behalf of affected constituents and highlighted the e-petition that has been submitted (see below). She has stated that the main concerns are around the lack of infrastructure in the Quinton Park area to support the new units, including existing strains on parking availability.

A petition of 32 signatures which ran from 12/04/21 to the 1/06/21 has been received asking the application to be refused on the which was formed on the following grounds:

“the impact it would have on the existing structure, which dates back to the 1930s, the lack of any additional car parking provision within the complex, with existing space mostly full and spaces outside the development, which is part of the shopping parade, constantly in use by those who use the local shops. We also ask the council to note the reduction in parking spaces that recently took place with the relining of the white line on the Daventry Road and many streets already near full or part of the Chelyesmore Residents Parking Scheme. Also, we ask the council to properly consider the impact it would have on the quality of life for those who currently live on site and in the immediate vicinity and the health and safety implications, as there will be no access for emergency vehicles”.

21 letters of objection have been received, raising the following concerns:

- There are no additional parking spaces being made available.
- The development will increase people and vehicle traffic in the area.
- All the roads in the surrounding area are resident parking or double yellow lines.
- The parking at the shops is always crowded and causes excessive and dangerous levels of pollution.
- There will not be enough on street free parking.
- The development would add undue parking pressure, noise and pollution to the area during construction.
- The photographs used in the parking survey are not a good representation of what takes place in the streets and there are inaccuracies in the details given.
- There is no benefit to the community.
- The design of the new modern construction would not be sympathetic to the original building.
- The external cladding on the upper floor is not in keeping with the local area.
- Don't believe there is need for an additional floor to this iconic building.
- By adding an additional floor this building will become one of the tallest in the area detracting from the Daventry Buildings opposite.

- Could set an unwanted precedent in the area.
- Concerns whether the structure of the building is sound enough to take further units on top.
- Will new staircases obstruct views and light of the existing residents?
- The proposed third floor would severely reduce the amount of natural day light
- There will be a loss of privacy to neighbouring properties on Blondvil Street and Daventry Road.
- The development will affect the communal balcony area of the existing residents.
- This development will cause extensive disruption and will put more strain on GP and policing.
- The new development would affect the existing chimney and TV aerials on the roof.
- Soundproofing would be required as birds can be heard on the roof let alone people.
- There will not be enough refuse bins for residents which will lead to further problems.
- Concerned about the disruption that will be caused during construction and the implications of not being able to work from home.
- The health and safety implications need to be properly considered as there will be no access for emergency vehicles.
- The external stairs need to comply with Approved Document B – Fire Safety and Approved Document M – Access to and Use of Buildings external Railings Part K not demonstrated.
- The existing flats up to storey 2 have both common access stairs and supplementary external escape stairs. The proposed new storey of flats is reliant upon the existing external escape stairs only.
- How are fire alarm systems going to be introduced and maintained/monitored especially within existing dwellings adjacent to escape stairs
- Fire cladding of the proposed lightweight construction apartments may not provide adequate fire protection/containment or fulfil insulation standards.
- How will the existing owner occupiers ground rents and maintenance charges be affected by the proposed extensions?
- Wheelchair access is not included within the design – one or more passenger lifts should be provided within the scheme to assist residents/visitors with reduced mobility?
- No passenger lift is provided.

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

Principle of development

Paragraph 11 of the NPPF sets out the presumption in favour of sustainable development, this is consistent with Policy DS3 of the adopted Local Plan. Policy H1 of

the adopted Local Plan sets out the requirement for the delivery of a minimum of 24,600 new dwellings over the development plan period.

Policy H3 is the principle policy for new dwellings within the city, H3 sets out that new dwellings must provide for a high-quality residential environment with sufficient access and amenity space. Development proposals should also be located conveniently for amenities including; medical services, city/district centre, school, recreational facilities, a bus stop and green space.

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

Quinton Parade is located within Daventry Road District Centre and is identified as a designated centre within the Coventry Local Plan 2016. The proposed new units, by locating themselves as the upper floor of Quinton Parade, will be in a highly sustainable area supported by many local services and well served by public transport. The City Centre and Train Station is within a 20-minute walk of Quinton Parade with Quinton Park a public open space located opposite the building and the larger War Memorial Park situated a 10-15 min walk away to the West.

The proposals would be utilising the existing building so making the most effective and efficient use of land whilst not affecting functionality of the district centre itself.

Taking into account the above it is considered that the proposals would comply with policies H1, H3 and H9 of Coventry's Local Plan 2016 and therefore in principle the proposal would be acceptable.

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.

The National Planning Policy Framework, paragraph 130 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.

The proposal has through the planning process been on a design evolution and is now of a form that would sit subservient to the main building allowing the host building to remain primary and the distinct eaves line of the existing to remain easily understood. The proposals do not cover the whole of the roof with the setback allowed to create that subservience and to allow for the transition of the step down from the 3 storeys of Quinton Parade to the neighbouring two storey garage building on Daventry Road.

The proposal would increase the height of the building above that of any other in the Daventry Road District Centre however due to the subservience of the proposals to the host building and also due to the width of the street scene that exists on Daventry Road and the open space that fronts it, the impact of the increased height would be softened and not as noticeable than if it were in a more confined and compact setting therefore would subtly emphasise the key corner position to which the building holds in the area and not significantly impact on the character and appearance of the street scene.

The proposals have been improved and now provide window alignments at key prominent aspects of the building, notably along the chamfered corner elevations, while there is a variation of window employed elsewhere, which allows for a more successful integration retaining a design output not wholly governed by the host building, allowing the narrative of the evolution of the building to remain legible.

The materials used to the upper floor have been purposefully chosen to contrast to the existing building to allow for the existing building to hold its prominence and form to the addition. These materials chosen will require further scrutiny to ensure suitability before given permission and this will be controlled by condition.

Taking the above into account and the proposed changes that have been made to the scheme of the course of the planning application process to improve the design of the scheme based on comments from the Council's Urban Designer the proposal is considered to comply with policy DE1 of Coventry's Local Plan 2016.

Impact on residential amenity

With regards to the impact on the residential amenities there have been objections to the loss of light and loss of privacy that the proposed new upper floor would create.

With regards to the overlooking aspect the proposed new floor will replicate the existing overlooking windows that currently exist but will be that further away due to the inset of the proposals. Whilst views gained will be from an elevated position they won't be any closer so the internal facing windows within the parade itself will still be between 23-25 metres away which is above the standard set for facing habitable windows and the windows facing out towards Daventry Road, Quinton Park and Blondvil Street would be overlooking open space, a private car park and the junction of the Daventry Road and Quinton Road so no amenities would be affected.

In terms of the loss of light created by the addition of the upper floor the impact will be minimal due to the fact the new units would be located directly above the neighbouring units and the inset of the units at either side of the building. The fact that the additional floor doesn't carry across the 2008 addition fronting Blondvil Street this would still allow an element of unaltered sunlight from midday onwards to the courtyard and areas beyond.

The comments raised by neighbours regarding the issue of the external staircases obstructing views and light was taken on board, and has now been resolved via the amendments requested, as the proposed external staircases have now been removed and internal staircases introduced. The alteration of the existing unit, in the control of the applicant, to allow for the new staircase to be situated whilst reducing it from 2 bed units to a 1 bed unit will still provide a suitable sized residential unit within the parade.

With regards to the comments referring to noise generated from the construction of the units and the impact on existing residents, the Environmental Protection Officer has requested that if the application be approved that a Construction Environmental Management Plan be submitted demonstrating how noise and dust emissions will be minimised during construction.. It shall refer to good practice guidance such as BS5228 and the Mayor of London Guidance 'Controlling Dust and Emissions During Construction and Demolition'. It should also include the proposed hours of works.

With regards to the TV aerials and disruption and relocation this would not be a planning consideration but something which the landowner would have to manage and resolve during and after the construction of the units.

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 current use of Quinton Parade comprises 37 apartments and 12 retail units. On-site parking spaces are available and include 32 private spaces to the rear of the building for shop owners, residents and visitors. There are also 21 public spaces available to the north of the building allowing daytime parking for 1 hour for shop customers.

The proposal of 13 one-bedroom units would require according to the Council's Parking Standards the provision of 15 spaces, however there are no additional parking spaces being provided with this scheme. The lack of additional parking for this proposal was raised as concerns by neighbouring residents along with the increase traffic in an already very busy and congested area.

Within appendix 5 of the Coventry Local Plan 2016 it does indicate however that, it would be 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. It continues to state that in all cases where the development departs from the standards a full and appropriate justification would need to be submitted as supporting evidence to include the following:

- Surveys of parking capacity and occupancy levels on surrounding streets and parking areas
- Consideration of likely trip generation and parking accumulations for the proposed development with supporting evidence
- Details of how the parking will be managed and how that will mitigate any under or over-provision

As part of the application a parking survey has been submitted which concluded that there was capacity for parking within easy reach of the site with a high percentage of the spaces identified in the survey area being available at any one-time during the day and night-time. The most notable aspect of the survey was the availability of the 32 spaces within the internal parking court of Quinton Parade, where between 66-81% of the spaces were available during the day and 72-81% of the spaces available during the night. The survey also concludes that due to the size of the units and the highly sustainable location of the site it would not be necessary for all residents to keep a car at the site.

There are aspects of the parking survey that neighbouring residents disagree with in terms of the spaces assumed as available parking areas and the spaces being available themselves, however the Highway Authority have assessed the survey and accept the conclusions made and are satisfied that in this circumstance no parking would be required for this development due to its highly sustainable location and parking availability in the area.

The highway authority has in order to ensure that new residents take advantage of the spaces available in the internal parking court suggested that a condition be added to any approval. They stated that the applicant should submit a draft letter to the Local Planning Authority for approval, detailing a scheme to be put in place for new residents to obtain parking permits for the court, along with a commitment to issue such approved letter to each new resident before occupation.

The parking survey was submitted and highway acceptance of it given when a higher level of parking, 24 spaces, would have been required, when 16 units were proposed. Now only 13 one bed units are proposed the requirement as per the standards reduced further to 15 spaces which would only benefit the argument already given and bolster the conclusions of the survey.

Taking into account the above it is considered that the proposed development would be acceptable and comply with policies AC1 and AC3 of the Coventry Local Plan 2016

Flood Risk

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

The proposal is location within Flood Zone 1 (which carries the lowest risk of flooding) and the development would be located at the third-floor level, further reducing the risk of flooding. The local lead flood authority note that the proposed will not change the existing building footprint however have noted that it would result in a subsequent increase in foul flows and therefore have recommended a condition for the applicant to demonstrate that the receiving sewers are capable of accepting the anticipated foul flows that will be generated by the development.

Air quality

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

Any impact on the air quality from the construction of this development will be controlled via construction management plan which, will be expected prior to the commencement of any works. The proposed development whilst a full assessment is not required at this location, would be encouraged to use mitigating measure in the interests of mitigating the impacts on local air quality in accordance with the NPPF para 185 and the new Coventry Air Quality SPD, namely the provision and installation of electric vehicle charging points and the use of ultra-low NOx emission boilers with a maximum dry NOx emissions rate of 40mg/kWh.

Ecology

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.

The Council's Ecologist have stated that the proposal would not have any direct impact on any statutory or non-statutory wildlife sites and that assuming the limited number of trees and landscaping on the adjacent Quinton Park are not affected by the development the proposed development would not have any biodiversity implications. The ecologist has noted that the development would affect the existing roof, but this appears to offer few opportunities for bats.

Other Considerations

Contributions

Policy IM1 'Developer Contributions for Infrastructure' states that development will be expected to provide, or contribute towards provision of: a) Measures to directly mitigate its impact and make it acceptable in planning terms; and b) Physical, social and green infrastructure to support the needs associated with the development.

The proposed development is not large enough to warrant any affordable housing quota and the mix isn't suitable for contributions towards Education however as the proposed scheme in its location on a roof top cannot provide any amenity space within the scheme an offsite cost has been sought from the Greenspace and Streetscene team to be spent improving the Quinton Park and Pool. The contribution that has been requested based on the formula used is £20,421.00 and will be secured by a S106.

With regards to the provision of amenity space the proposed development is constrained in this roof top location and the provision of any terrace/balconies would significantly reduce the living space of the future occupiers making the units uninhabitable. As there is open space located opposite the parade in the form of Quinton Park and Pool the new residents would have the opportunity to utilise this space for amenity purposes and therefore the lack of direct private amenity space would not be significant. Furthermore, this is a highly sustainable location and a much larger expansive open space in the form of the War Memorial Park is within a 10-minute walk therefore providing further amenity space to enjoy.

With regards to the comments on fire escapes, fire alarms, wheelchair access and passenger lifts there has been no objection to the scheme from the West Midlands Fire Service and the majority of the issues raised in regards to fire access and alarms and compliance with document M would be dealt with via the building control process. There is no policy within the local plan which identifies the new proposals must comply with M4(2) or (3) regulations which refer to Accessible and Adaptable Dwellings. Therefore, the Council cannot insist that a lift for example be incorporated into the scheme. Any new lift in this building would only be able to be accommodated by the loss of an existing unit or via an additional extension to the building. There is no opportunity for an extension to the building due to it being joined either side by neighbouring development. A forward projecting extension would not be possible considering the character and appearance of the building plus the active frontages that exist at ground floor level to which would be affected.

Equality implications

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

- (1) A public authority must, in the exercise of its functions, have due regard to the need to:
 - a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

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

There are no known equality implications arising directly from this development.

Conclusion

The proposed development is considered to be acceptable in principle and will not result in any significant impact upon character and appearance of the area, neighbour amenity, highway safety, ecology or infrastructure, subject to relevant conditions and contributions. The reason for Coventry City Council granting planning permission is because the development is in accordance with: Policies DS3, H1, H2, H3, H4, H6, H9, DE1, AC1, AC2, AC3, AC4, GE1, GE2, GE3, EM1, EM2, EM3, EM7 and IM1 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: 20/58 01F; 20/58 03E; 20/58 04D; 20/58 05E and 20/58/06E

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

- 3: Prior to their incorporation into the development hereby permitted, sample details of the cladding and window and door frames 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.*

- 4: Prior to occupation of the development hereby permitted, details shall be submitted to and approved in writing by the local planning authority to demonstrate the provision of parking permits within the existing parking court for new residents.

Reason: *To ensure the satisfactory provision of off-street vehicle parking facilities in accordance with the Council's standards and in the interests of highway safety and the satisfactory development of the site in accordance with Policies AC1, AC2 and AC3 of the Coventry Local Plan 2016.*

- 5: Prior to occupation of the new units hereby permitted, details of cycle parking facilities shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking facilities shall be provided in full accordance with the approved details prior to first occupation of the building and 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 2016.*

- 6: Prior to the first occupation of the development hereby permitted, details of bin storage areas shall be submitted to and approved in writing by the Local Planning Authority. The bin storage areas shall be provided in full accordance with the approved details prior to first occupation of the development and thereafter they shall remain available for use at all times and shall not be removed or altered in any way.

Reason: *In the interests of the amenities of future occupants of the residential accommodation and neighbouring occupiers in accordance with Policy DE1 of the Coventry Local Plan 2016.*

- 7: Prior to the commencement of development, a method statement detailing the control of emissions into the air during the demolition/construction phase should be submitted to and approved in writing by the Local Planning Authority. The method statement should accord with the Best Practice Guidance - 'The control of dust and emissions from construction and demolition' and include:-
- a) proposed hours of work;
 - b) map with nearest receptors and distances for dust and noise;
 - c) noise impact on nearest neighbours and control measures as required;
 - d) monitoring methods and measurement locations for dust and noise recording details;
 - e) dust mitigation measures;
 - f) contact details for responsible persons and site personnel training; and
 - g) information provision and liaison with local residents. The development shall only proceed in full accordance with the approved details.

Reason: *To protect the amenity of the occupiers of the residential accommodation hereby approved in accordance with Policies DS3 [and EM7] of the Coventry Local Plan 2016.*

- 8: No development shall commence unless and until a Sustainable Building Statement has been submitted to and approved in writing by the Local Planning Authority. The statement shall demonstrate how the requirements of Local Plan Policy EM2 (Building Standards) have been met. The development shall not be occupied unless and until all the works within the approved scheme have been completed in strict accordance with the approved details and thereafter the works shall be retained at all times and shall not be removed or altered in any way.

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

- 9: Prior to first use of the site, a noise report shall be submitted to and approved in writing by the Local Planning Authority. This shall demonstrate the effectiveness of the noise mitigation measures as detailed in the Environmental Noise Survey, Noise Break-in Assessment and Sound Insulation Scheme dated 12th January 2021 and that the predicted internal noise levels have been complied with. Thereafter the approved mitigation measures shall remain in place at all times and shall not be removed or altered in any way.

Reason: *To safeguard the amenities of the adjoining occupiers of the development in accordance with Policy DE1 of the Coventry Local Plan 2016.*

- 10: Prior to commencement of works evidence will need to be submitted and approved in writing by the Local Planning Authority and Lead Local Flood Authority that receiving sewers are capable of accepting the anticipated foul flows to be generated by the proposed development. This will require a confirmation from Severn Trent Water that the new flows will not overload the Foul or Combined sewer networks in this area.

Reason: *To ensure that the receiving infrastructure will not be overwhelmed by the discharges from a site, and cause remote flooding as a result of the development*

- 11: Prior to their incorporation into the development hereby permitted 10% of parking provision within the parking court shall be provided with EV re-charging points. (iii) Use of low NOx boilers (to have a maximum dry NOx emissions rate of 40mg/kWh); (iv) A construction method statement demonstrating how dust and noise emissions are to be mitigated during construction. The measures shall be installed in full accordance with the approved details prior to first occupation of the development and thereafter shall be retained and shall not be removed or altered in any way.

Reason: *To mitigate the impacts of development on air quality during and post construction in accordance with Policies DS3 & EM7 of the Coventry Local Plan 2016.*

- 12: Any gas boilers installed on site shall have a dry NOx emission rate of no more than 40mg/kWh. One electric vehicle recharging point per dwelling shall be provided prior to occupation 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.*