

Late Representations

Planning Committee 2 September 2021

Item No. 6	<p>Application No. - OUT/2020/2521</p> <p>Description of Development - The additional amendment is to the existing London Road access and internal road alignment. The existing access to the Lodge building, will be retained on its existing alignment until the mini roundabout goes in. The mini roundabout will then facilitate access to the site, where there will be a cap on the number of houses it will serve. The existing access will serve the development until the proposed London Road / Abbey Road Junction is operational. The existing access will be vehicle access to serve the lodge building and a pedestrian and cycle access thereafter.</p> <p>Hybrid planning application comprising:</p> <ol style="list-style-type: none">1) Outline planning for erection of up to 195no dwellings (Use Class C3), new vehicular access onto London Road with associated access works, parking, landscaping and ancillary works. All matters reserved except access.2. Full planning for the renovation of the existing Lodge Building to provide one dwellinghouse (Use Class C3); Change of use of the existing Pump House to provide four flats (Use Class C3), associated access works, parking, landscaping and ancillary works. <p>Site Address - Whitley Pumping Station London Road</p> <p>Site description</p> <p>The Housing Allocation H2:9 was formerly within the designated green belt washed over as part of a larger tract of the Sowe River Valley which also included the adjoining 401 site and the land at Allard Way.</p> <p>Introduction</p> <p>The background paragraph in all three reports refers to the fact that all three applications make up the housing allocation H2:9. This is incorrect, the housing allocation H2:9 also includes the buildings relating to the Folly Lanes Boy Club, excluding the car parking area.</p> <p>It also states that the housing numbers are a minimum, Policy DS1 of the Coventry Local Plan sets out the overall development needs that the plan is required to deliver and states at paragraph one: -</p> <p><i>“Over the Plan period significant levels of housing, employment and retail development will be planned for and provided along with supporting infrastructure and environmental enhancements: -</i></p> <p><i>a) A minimum of 24,600 additional homes”</i></p> <p>The Local Plan states that the current housing requirement for Coventry and Warwickshire between 2011 and 2031 is estimated as being about 88,000 dwellings.</p> <p>Of this total Coventry is assessed as needing 42,400 dwellings because the requirements of the existing population projections are based on the Government’s</p>
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forecasts, Coventry and Warwickshire's Joint Strategic Housing Market Assessment, and the anticipated economic growth in jobs.

A City Council led assessment of land availability within Coventry has identified that there is enough land for a minimum of 24,600 dwellings. Through discussion and negotiation with neighbouring authorities the remaining 17,800 dwellings have been redistributed to the Warwickshire Districts.

Policy

The Willenhall Neighbourhood Plan 2016-2031 was 'made' by Coventry City Council in June 2018 following the endorsement of it through a referendum in May 2018. This Neighbourhood Plan included the housing allocation and also highlighted that even with the allocated site and permissions there remained a shortfall of 664no. dwellings to meet need.

Communities now have new powers to shape development through neighbourhood planning, which is a new right introduced through the Localism Act 2011.

A neighbourhood development plan can set out a vision for an area and planning policies for the use and development of land. It will form part of the statutory planning framework for the area, and the policies and proposals contained within the neighbourhood plan will be used in the determination of planning applications.

A neighbourhood plan will therefore form part of the development plan for the area and will be used by the local authority and other stakeholders in decision making.

The Willenhall Neighbourhood Plan has seven objectives: -

1. To provide a mix of house types and tenures to meet the need
2. To ensure all future development is designed to a high quality
3. To have a thriving and diverse local shopping centre
4. To provide a mix of services and facilities to enable people to have all their needs met within the area
5. To improve health and well-being
6. To make it easier for people to travel inside and outside the area
7. To protect and improve important green spaces

The Coventry Local Plan 2016 includes a site allocation for residential development that is located within the neighbourhood area.

The Willenhall Neighbourhood Plan has identified a housing need for the Neighbourhood Plan area as 1,300 additional dwellings.

The Willenhall Neighbourhood Plan states that there are a number of planning permissions already approved within the Neighbourhood Plan area and together with the allocated housing site H2:9 will provide a total of 636no. dwellings which is a shortfall of 674no. dwellings for the area (Para 7.21 Willenhall Neighbourhood Plan.)

The application is therefore in accordance with the Willenhall Neighbourhood Plan.

Petitions

A further ePetition was submitted which ran from 13/01/2021 to 31/03/2021, signed by 118 people, raising the following: -

"We the undersigned petition the Council to , on behalf of members of Whitley Residents and Neighbourhood Watch Association and Folly Lane Football & Social Club, to insist that all of the Developers' housing applications concerning the sites at

the Whitley Pumping Station, the land adjacent to Allard Way and 401, London Road (Planning ref. nos: (OUT/2020)/2521/2665/2882) must submit revised highways proposals that demonstrably reduce traffic congestion, improve road and pedestrian safety and enhance air quality for residents.

London Road is an extremely busy arterial route to and from the city that is already one of the most dangerous thoroughfares in Coventry for motorists, cyclists and pedestrians. There are three schools in its proximity within 5-10 minutes' walk. Also, a Social Club with 6 football teams using the facilities in the club, need safe crossing to access the 2 pitches the other side of the London road. The recent installation of Average Speed Enforcement cameras has helped to reduce overall speeds but has not de-escalated vehicular volumes which are certain to increase even further as a direct result of the above projects. This road frequently suffers bottlenecks at the Airport Retail/Pilot Business Parks, experiences high levels of traffic from the Whitley South development, along with the major Asda supermarket/petrol station at the 'Asda' roundabout. The expansion of Charterhouse with its newly extended car park to allow yet more visitor traffic, the prospective M.R.F. (Materials Recycling Facility) with additional H.G.V. movements and increased traffic to the new 50m. Swimming facility at the Alan Higgs Centre all exacerbate the existing problems. The proposed housing developments will add up to another 350 dwellings that could generate a further 500-600 vehicles using London Road regularly. It is the view of residents that all these factors should be taken into consideration to produce a more holistic solution which properly mitigates their concerns over worsening road safety, unreasonable traffic congestion, inadequate cycle & pedestrian routes and poor air quality."

This ePetition ran from 13/01/2021 to 31/03/2021 and has now finished.

Further consultation response has been received raising the following issues:-

"I have read the report to the Committee and support the revised access arrangements but still do not understand why there is no road link between this site and the Allard Way site.

The report says the tree officer has no objections in principle to the revised illustrative masterplan which "positively sets out to retain the highest number of the sites trees in comparison with previous versions". The tree report says 45 individual trees and several groups of trees and shrubs are to be felled "to accommodate development". Presumably this been reduced? How many trees are now to be lost. Surely all existing trees should be retained and the layout designed around them."

Officers Response

The application has been supported by an Arboricultural report which has assessed all the existing trees on the site. All Category A trees are to be retained. The proposal will require the removal of 45no trees; 16no. Category B and 29no Category C trees along with a one group of Category B and 14no groups of Category C of a mixture of hedging and trees.

Item
No. 7

Application No. - OUT/2020/2665

Description of Development - Outline application (with all matters reserved except access): Erection of up to 125 dwellings, new vehicular access onto Allard Way, public open space, drainage, landscaping, car parking areas and other works

Site Address - Land at Allard Way

Site description

The Housing Allocation H2:9 was formerly within the designated green belt washed over as part of a larger tract of the Sowe River Valley which also included the adjoining pumping station site and the land at Allard Way. However, the application site (401 London Road OUT/2020/2882) is classed as Previously Developed Land (PDL) as it has been a dwelling for many decades and lies adjacent to the Sowe Valley.

Introduction

The background paragraph in all three reports refers to the fact that all three applications make up the housing allocation H2:9. This is incorrect, the housing allocation H2:9 also includes the buildings relating to the Folly Lanes Boy Club, excluding the car parking area.

It also states that the housing numbers are a minimum, Policy DS1 of the Coventry Local Plan sets out the overall development needs that the plan is required to deliver and states at paragraph one: -

“Over the Plan period significant levels of housing, employment and retail development will be planned for and provided along with supporting infrastructure and environmental enhancements: -

a) A minimum of 24,600 additional homes”

The Local Plan states that the current housing requirement for Coventry and Warwickshire between 2011 and 2031 is estimated as being about 88,000 dwellings.

Of this total Coventry is assessed as needing 42,400 dwellings because the requirements of the existing population projections are based on the Government's forecasts, Coventry and Warwickshire's Joint Strategic Housing Market Assessment, and the anticipated economic growth in jobs.

A City Council led assessment of land availability within Coventry has identified that there is enough land for a minimum of 24,600 dwellings. Through discussion and negotiation with neighbouring authorities the remaining 17,800 dwellings have been redistributed to the Warwickshire Districts.

Policy

The Willenhall Neighbourhood Plan 2016-2031 was 'made' by Coventry City Council in June 2018 following the endorsement of it through a referendum in May 2018. This Neighbourhood Plan included the housing allocation and also highlighted that even with the allocate site and permissions there remained a shortfall of 664no. dwellings to meet need.

Communities now have new powers to shape development through neighbourhood planning, which is a new right introduced through the Localism Act 2011.

A neighbourhood development plan can set out a vision for an area and planning policies for the use and development of land. It will form part of the statutory planning framework for the area, and the policies and proposals contained within the neighbourhood plan will be used in the determination of planning applications. A neighbourhood plan will therefore form part of the development plan for the area and will be used by the local authority and other stakeholders in decision making.

The Willenhall Neighbourhood Plan has seven objectives: -

- To provide a mix of house types and tenures to meet the need
- To ensure all future development is designed to a high quality
- To have a thriving and diverse local shopping centre
- To provide a mix of services and facilities to enable people to have all their needs met within the area
- To improve health and well-being
- To make it easier for people to travel inside and outside the area
- To protect and improve important green spaces

The Coventry Local Plan 2016 includes a site allocation for residential development that is located within the neighbourhood area.

The Willenhall Neighbourhood Plan has identified a housing need for the Neighbourhood Plan area as 1,300 additional dwellings.

The Willenhall Neighbourhood Plan states that there are a number of planning permissions already approved within the Neighbourhood Plan area and together with the allocated housing site H2:9 will provide a total of 636no. dwellings which is a shortfall of 674no. dwellings for the area (Para 7.21 Willenhall Neighbourhood Plan.)

The application is therefore in accordance with the Willenhall Neighbourhood Plan.

Petitions

In the report two petitions were noted, however, three have been submitted and Cllr C Thomas sponsored the petition which gained 315 signatures. Details as below:-

“Objection to development on the precious green land between Allard Way and London Road

We the undersigned petition the Council to reject their own proposals set out in planning application OUT/2020/2665. We join with Coventry Tree Wardens in asking the Council to reconsider plans to allow building on this important public green space and sacrificing yet another area that is helping to prevent climate change and is keeping Coventry people healthy.

This is a beautiful area where local people can breathe clean air whilst wandering amongst some very important old trees, a wildflower meadow and a maturing new woodland actually planted by our Council. All of these are under threat.

These two roads are already some of the busiest in Coventry and any further development would greatly increase both traffic and pollution, seriously affecting people's health.

The land was and should still be Green Belt.

We understand that the building quota allocated in the Local Plan for this area is already being met on adjoining land. There is also evidence that population growth figures and housing needs have been over-estimated.

Building on this site is therefore unnecessary and would be a travesty.

There is however a very great need for this land to remain green, provide Coventry with clean air and locals with a place to walk, enjoy nature and stay healthy."

A further ePetition was submitted which ran from 13/01/2021 to 31/03/2021, signed by 118 people, raising the following: -

"We the undersigned petition the Council to , on behalf of members of Whitley Residents and Neighbourhood Watch Association and Folly Lane Football & Social Club, to insist that all of the Developers' housing applications concerning the sites at the Whitley Pumping Station, the land adjacent to Allard Way and 401, London Road (Planning ref. nos: (OUT/2020)/2521/2665/2882) must submit revised highways proposals that demonstrably reduce traffic congestion, improve road and pedestrian safety and enhance air quality for residents.

London Road is an extremely busy arterial route to and from the city that is already one of the most dangerous thoroughfares in Coventry for motorists, cyclists and pedestrians. There are three schools in its proximity within 5-10 minutes' walk. Also, a Social Club with 6 football teams using the facilities in the club, need safe crossing to access the 2 pitches the other side of the London road. The recent installation of Average Speed Enforcement cameras has helped to reduce overall speeds but has not de-escalated vehicular volumes which are certain to increase even further as a direct result of the above projects. This road frequently suffers bottlenecks at the Airport Retail/Pilot Business Parks, experiences high levels of traffic from the Whitley South development, along with the major Asda supermarket/petrol station at the 'Asda' roundabout. The expansion of Charterhouse with its newly extended car park to allow yet more visitor traffic, the prospective M.R.F. (Materials Recycling Facility) with additional H.G.V. movements and increased traffic to the new 50m. Swimming facility at the Alan Higgs Centre all exacerbate the existing problems. The proposed housing developments will add up to another 350 dwellings that could generate a further 500-600 vehicles using London Road regularly. It is the view of residents that all these factors should be taken into consideration to produce a more holistic solution which properly mitigates their concerns over worsening road safety, unreasonable traffic congestion, inadequate cycle & pedestrian routes and poor air quality."

This ePetition ran from 13/01/2021 to 31/03/2021 and has now finished.

Further consultation response has been received raising the following issues:-

- *“Health and Well-being - never more than the last 18 months has the importance of green spaces been shown. Even on approach to my property on Burnham Road, i value this green area, as well as walking around and through this space. It’s priceless. We should look after it.*
- *Nature and the environment - please please please do not remove all the trees that both line the road and are situated on this land. Climate change is here, it is everyone’s responsibility to do what we can. What about all the variety of animals and birds that call this space home?*
- *Traffic - the above are huge factors in themselves but new circa 300 new homes will bring lots more traffic and incidents along the London road.*

I really sincerely hope we do not proceed with these applications. If the council does go ahead, then I certainly don’t want to live in this area. Why are green spaces not regarded as important and protected? I feel upset at the prospect of these plans going ahead.

We live in very different times today and nothing comes before protecting the environment because that is so important in so many ways. Even money and growth targets.

I’m a fairly intelligent person, with a 1st class degree and managing a team of 6, but I don’t find your planning portal easy to use. I’m sure that’s deliberate. If I can contact anyone else, please let me know.

I’m sure Coventry city council have targets and feel pressure from national government. I would happily help find alternative brownfield sites or indeed ask the question, at what point does growth and building on green sites end? When the very last tree on earth is cut?!

There’s a beautiful area by abbey road bridge and leaf lane, I wonder how long it will be before some building work takes place there as well?”

Officers Response

The site was previously designated Green Belt land; however, all Green Belt land in Coventry was reclassified when the now adopted Local Plan was being developed. The areas that retained their Green Belt status were to the perimeter of the city to stop mergers with adjoining settlements. All other land within the city was re-designated as either Local Green Space (LGS) or allocated to help achieve the growth the city was required by Government to achieve. The Local Plan was examined by an independent Inspector which agreed the site could be removed from the Green Belt and allocated for housing.

As mentioned above under *introduction* section, Policy DS1 of the Coventry Local Plan sets out the overall development needs that the plan is required to deliver and states at paragraph one: -

“Over the Plan period significant levels of housing, employment and retail development will be planned for and provided along with supporting infrastructure and environmental enhancements: -

a) A minimum of 24,600 additional homes”

	<p>The Local Plan states that the current housing requirement for Coventry and Warwickshire between 2011 and 2031 is estimated as being about 88,000 dwellings.</p> <p>Of this total Coventry is assessed as needing 42,400 dwellings. A City Council led assessment of land availability within Coventry has identified that there is enough land for a minimum of 24,600 dwellings, the remaining 17,800 dwellings have been redistributed to the Warwickshire Districts.</p> <p>Therefore, the starting point in the assessment of the principle of the application is that the land is allocated for housing.</p> <p>Notwithstanding that there are specific requirements the allocation must provide.</p> <p><i>“Retention and reuse of locally listed pumping station and lodge. Retention of important hedgerows and management of biodiversity/ecology impacts. The provision of at least 2.5ha of publicly accessible green space.”</i></p> <p>The application has been supported by an Arboricultural report which has assessed all the existing trees on the site. All Category A and B trees are to be retained. The proposal will require the removal of Category C and U trees along with a few groups of a mixture of hedging and trees at Category B.</p> <p>Additional/Amended Conditions</p> <p>Condition No.6(x) states:-</p> <p>All existing hedgerows shown on drawing titled Illustrative Masterplan – 03 – Drawing No. IMP-03_CCC shall be retained. This should be changed to Tree Retention and removal plan – Drawing No.TRRP-CCC-01 Rev P1 and Drawing No.TRRP-CCC-02 Rev P1</p> <p>Condition No.6(xi) states:-</p> <p>All existing trees as shown on drawing titled Illustrative Masterplan – 03 – Drawing No. IMP-03_CCC shall be retained. This should be changed to Tree Retention and removal plan – Drawing No.TRRP-CCC-01 Rev P1 and Drawing No.TRRP-CCC-02 Rev P1</p>
<p>Item No. 8</p>	<p>Application No. - OUT/2020/2882</p> <p>Description of Development - Outline application with all matters reserved except access for erection of up to 24 dwellings with car parking, served off the existing accesses</p> <p>Site Address - 401 London Road</p> <p>Recommendation</p> <p>The requirement for a S106 as been omitted. (Please see section <i>consultations</i>).</p> <p><u>Updated recommendation</u></p> <p>Planning committee are recommended to grant planning permission subject to conditions.</p>

Site description

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The application is therefore in accordance with the Willenhall Neighbourhood Plan.

Consultation

Education raised no objections subject to a financial contribution being sought of £74,888.00, which was to go towards three secondary school places being generated.

Paragraph 6.1 of the supporting statement states: -

“By calculation, Coventry City Council would anticipate that 24 homes, of which 12 would be two bedroom plus, this would create a demand for 3 Secondary School places. Secondary age includes children across the 11-16 age range.”

Officers update

Whilst education has assumed that half of the number of dwellings proposed would be two bedroomed, and therefore would generate an education contribution, the application is in outline form with only access being discharged, and therefore the number of bedrooms each dwelling would provide has not been confirmed. This is will be submitted as Reserved Matters stage relating to layout and scale. Once the Reserved Matters application for layout and scale has been submitted, education colleagues will be reconsulted and at that stage it can be determined whether the application would generate the requirement for an Education contribution.

On this basis the need for a S106 to secure financial contributions is not required at this stage and has been omitted from the application.

Petition

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Appraisal

Policy H4 of the Coventry Local Plan states that the Council will require proposals for residential development to include a mix of market housing which contributes towards a balance of house types and sizes across the city. The Officers Committee report states that the details of layout and scale are Reserved Matters, and a condition would be included to ensure a mix of housing is provided on site.

Having regards to the number of dwellings proposed on the application site, 24no, as shown on the illustrative sketch plan submitted in support of the application, there is an assumption that the development would comprise market housing for up to one bedroomed dwellings, therefore the requirement for this site (401 London Road, OUT/2020/2882) to provide a housing mix is not required. This element of the condition is omitted.

Noise

Both the applicant and consultants for the adjoining pumping station site have submitted noise assessments that also address the potential impacts on the activities at Folly Lane Private Members Club. This has included an assessment of impacts based on additional noise modelling and has been undertaken using surrogate data for entertainment noise breakout. Measurements of entertainment noise sources have

been taken from Tetra Tech's source data library, obtained from a previous survey and assessment at Bank nightclub in Woking (which is considered to be a representative source), to present a worst-case scenario. These sources have been included in the model as vertical area sources, representing breakout from the entire façade of the establishment. Sound reduction corrections have been applied to solid façades and façades containing windows. The report concludes that WHO standards within dwellings and gardens can be met and as such the community uses activity should not be impaired. Condition 4(iv) requires that reserved matters be accompanied by further noise assessments.

Additional/Amended Conditions

- Condition No.4(ii) states: All existing hedges as shown on drawing titled 'sketch proposals' shall be retained. This should be changed to : All existing hedges along the northern boundary and London Road frontage shall be retained.
- New Condition No.4(iii)
Condition No.4(iii) All existing category B trees as shown on drawing titled Tree Constraints Plan, dated 10th February 2021 (contained within the Tree Survey and Arboricultural Impact Assessment, Report Number K 116B) shall be retained.
- Condition No.4(v) requires a housing mix, however, the site is for up to 24no. dwellings which have been indicated to be one bedroom, therefore there is no requirement for this part of the condition.
- Condition No.10 requires redrafting to reflect further confirmation from the City Councils Ecologist of the offsetting measures required.

New Condition No.10

Prior to the first occupation of the development hereby permitted details of bat and bird boxes be submitted to and approved in writing by the Local Planning Authority. The bat and bird boxes shall be fully installed in strict 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 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.

- Condition No.17 duplicate condition of No.8. Condition No.17 to be omitted.
- Condition No.19 states: -
The development hereby permitted shall not commence unless and until full engineering and construction details of the proposed vehicular accesses (entrance and exit) have been submitted to and approved in writing by the Local Planning Authority.
The development hereby approved shall not be occupied unless and until the access to the site, indicated on the approved drawings have been provided in full accordance with those details and thereafter those areas shall be kept.

New Condition No.19

Redrafted to take out reference to proposed accesses, as the application will utilise the existing access albeit they will be widened.

	<p>The development hereby permitted shall not commence unless and until full engineering and construction details of the proposed modifications to the existing vehicular accesses (entrance and exit) have been submitted to and approved in writing by the Local Planning Authority.</p> <p>The development hereby approved shall not be occupied unless and until the access to the site, indicated on the approved drawings have been provided in full accordance with those details and thereafter those areas shall be kept.</p> <ul style="list-style-type: none"> • Condition No.20 is not required as the sightlines for the development are within the public highway. • Condition No.21 is redrafted to refer to the modification of the existing access to align with condition No.19. <p><u>New Condition No.21</u></p> <p>The development hereby permitted shall not be occupied unless and until the access to the site has been modified in accordance with condition No.19, manoeuvring space(s) and car parking area(s) 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.</p>
<p>Item No. 9</p>	<p>Application No. - FUL/2021/1925</p> <p>Description of Development - Erection of a queueing shelter to allow separation distances under COVID-19 (retrospective)</p> <p>Site Address - 39 Beech Tree Avenue</p> <p>Introduction</p> <p>Some of the measurements need clarifying because there is an error in the report and the way they have been reported.</p> <p>Application proposal</p> <p>The structure has the following dimensions:-</p> <p>Length: 8.3 metres</p> <p>Width: 6.1 metres</p> <p>The proposal is to amend this to:-</p> <p>Length 4.05 metres</p> <p>Width: 5.7 metres</p> <p>The height is proposed to remain the same at 2.6 metres.</p>