

## **OFFICER REPORT**

<b>Planning Committee Report</b>	
<b>Planning Ref:</b>	FUL/2021/2143
<b>Site:</b>	54 Jobs Lane, CV4 9EE
<b>Ward:</b>	Westwood
<b>Proposal:</b>	Demolition of bungalow and outbuildings and erection of seven 4-bedroom dwellinghouses with associated vehicular access, parking and landscaping (4no. houses previously approved under: FUL/2020/0502).
<b>Case Officer:</b>	Daniel Taylor

### **SUMMARY**

The application proposes to develop the site with seven 4-bedroom detached houses and includes demolition of No. 54 Jobs Lane to make way for the development access road from Jobs Lane. On 4<sup>th</sup> June 2020 the Planning Committee granted permission on the site for four dwelling houses, which also comprised demolition of no. 54 Jobs Lane to provide the access. This proposal for seven houses would retain the vehicle access as approved and in order to accommodate the additional three houses would expand the area of the site that received permission for four houses to include the rear gardens of nos. 46 and 56 Jobs Lane. The proposed development sits to the rear of existing properties on land that accommodated former garages and existing rear gardens and therefore takes the form of back land development. The proposal has been designed with its own access to create a small Cul-de-Sac development providing its own street frontage and while the additional three houses would be built on rear gardens, they are part of a comprehensive development that includes the four approved dwellings.

The proposed compliance plan and the proposed site plan demonstrate that the site is capable of accommodating a residential development for 7 dwellings together with a vehicular access, car parking, landscaping and associated work. The proposed access is considered acceptable from a highway safety point of view. The site plan shows there would be satisfactory separation distances with existing surrounding neighbouring houses and therefore, the proposal would not have a detrimental impact on neighbour amenity in terms of loss of light, outlook, overlooking and associated loss of privacy. The site is in a sustainable location with good access to facilities. The development would also contribute, albeit modestly, to delivering the city's housing need. The proposal is considered to accord with the Coventry Local Plan 2016 and is therefore recommended for approval.

### **BACKGROUND**

The application site comprises unkempt, overgrown scrubland previously used for garage and storage purposes and the rear gardens of the residential properties of nos. 46 and 56 Jobs Lane. Planning Committee has previously granted two different sized proposals in this location. The first was application ref. 2007/2161 approved at Planning Committee on 21<sup>st</sup> February 2008 for 7 dwellings, where the site was larger than the current proposed site and included part of the rear gardens of nos. 56, 58 and 60 Jobs Lane. The second was application ref. 2020/0502 approved at Planning Committee on 4<sup>th</sup> June 2020 for 4 dwellings and where the site was smaller than the current proposed site and only included the overgrown former garage site. A third application submitted for this site under ref.

FUL/2019/2545, also for four dwellings on the overgrown garage site was withdrawn as the proposal did not adequately address the impact on the adjacent protected trees.

### KEY FACTS

Reason for report to committee:	More than 5 objections have been received
Current use of site:	Vacant scrubland and residential rear gardens
Proposed use of site:	7 new detached houses

### RECOMMENDATION

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

### REASON FOR DECISION

- The proposal is acceptable in principle.
- The proposal will not adversely impact upon highway safety.
- The proposal will not adversely impact upon the amenity of neighbours.
- The proposal accords with Policies: H3, H9, DE1, DS3, EM4, EM5, EM7, GE3, GE4, AC2, and AC3 of the Coventry Local Plan 2016, together with the aims of the NPPF.

### BACKGROUND

#### APPLICATION PROPOSAL

The application seeks permission to erect seven new dwellings comprising of a pair of semi-detached houses and five detached houses. All houses would be 4-bedroom properties with rear gardens, and all would be provided with two car parking spaces to the front of each property and secure covered cycle parking and bin storage in the rear gardens. The secure cycle storage would be slab based with Sheffield cycle stands providing space for two bikes and would be in the form of a timber enclosure with a pitched roof measuring 2m high, 1.2m wide and 1.9m long.

To facilitate the development no. 54 Jobs Lane, a detached bungalow, would be demolished to form a new access road into the site off Jobs Lane that would measure 4.8m wide and which would include two visitor car parking spaces along it and a bin collection area circa 25m from Jobs Lane. The proposed houses would be constructed of red brick with plots 1, 2 and 4 including off white render at first floor level. All the houses would include brown tiled hipped roofs with plots 6 and 7 incorporating projecting front and rear gables. An ecological / biodiversity buffer would be created along the southern boundary of the site to provide a consistent 6m to 7m separation distance between the proposed properties on plots 4 and 5 and the rear garden boundaries of nos. 1-17 Ballingham Close.

To the south of no. 50 Job Lane is a private access lane that at one time served the garages previously on the application site and still provides side/rear access to nos. 48 and 50 Jobs Lane. The access lane extends from Jobs Lane to the boundary of the application site and the proposal will install a new 1.8m high metal railing gate part way down the lane, level with no. 50 Jobs Lane.

Distances measured within the proposal and to existing neighbouring properties are summarised as follows:

Distances measured	Distance	Council guidance compliant
<b>Rear Garden Lengths</b>		
Plot 1 rear garden length *	12m	Yes
Plot 2 rear garden length *	11m	Yes
Plot 3 rear garden length *	9m	No, shy by 1m
Plot 4 rear garden length *	9.5m	No, shy by 0.5m
Plot 5 rear garden length	9m	No, shy by 1m
Plot 6 rear garden length	10m	Yes
Plot 7 rear garden length	18m	Yes
No. 56 Jobs Lane rear garden length	13m	Yes
Nos. 46 and 48 Jobs Lane rear garden length	18m	Yes
<b>Between plots within the proposed development</b>		
Between front elevations of Plots 4 and 5	14m	No, shy by 6m
Between front elevations of Plots 6 and 7	16m	No, shy by 4m
<b>Between the proposed houses and existing residents</b>		
Between rear elevations of Plot 5 and 48 Jobs Lane	27m	Yes
Between rear elevations of Plot 6 and 56 Jobs Lane	23m	Yes
Between rear elevations of Plots 1-4 and 19-25 Pine Tree Avenue*	38-41m	Yes
Between rear elevations of Plot 7 and 27-29 Pine Tree Avenue	45m	Yes
Between side elevations of Plots 6 & 7 and no. 58 Jobs Lane rear garden	2m	N/A
Between Plot 4 side elevation and nos. 15-17 Ballingham Close rear elevations*	14.6m	N/A
Between Plot 5 side elevation and nos. 3-7 Ballingham Close rear elevations	15m	N/A
Between Plots 4 and 5 side elevations to nos. 1-17 Ballingham Close rear garden boundary **	6m	N/A

\* (Approved as part of application 2020/0502)

\*\* (Plot 4 approved as part of application 2020/0502)

## AMENDMENTS DURING THE ASSESSMENT OF THE APPLICATION

Through negotiations with Officers, the applicant amended the proposal in the following ways:

1. The size of the house on Plot 6 was reduced in order to:
  - a. increase the front elevation to front elevation separation distance to plot 7 from 14.5m to 16m;
  - b. increase the rear elevation to rear elevation separation distance to no. 56 Jobs Lane from 22m to 23m; and
  - c. increase the depth of the rear garden of plot 6 from 9.4m to 10m.
2. The houses on Plots 6 and 7 were shifted south-eastwards in order to increase their distance from the boundary with no. 58 Jobs Lane from 1.3m and 1m respectively to 2m for both houses.

- The access road width was increased to 4.8m.

## SITE DESCRIPTION

The application site comprises unkempt, overgrown scrubland previously used for garage and storage purposes and part of the rear gardens of the residential properties of nos. 46 and 56 Jobs Lane. The site area is around 0.27ha and accessible through the private shared access between No. 48 and 50 Jobs Lane. The site comprised the detached bungalow of No. 54 Jobs Lane (now demolished to create the new access into the site) and a former garage court situated behind the rear gardens of Nos. 46, 48 and 50 Jobs Lane (also demolished). No. 54 Jobs Lane was a red brick bungalow with vehicular access at the front from Jobs Lane and was the mirror image of the next-door property at no. 50 Jobs Lane.

The surrounding area is predominately residential though there is a day nursery operating from No. 41 Jobs Lane directly opposite the application site. The site is circa 150m to the edge of Jardine Crescent District Centre and circa 300m to the main retail area. The site is adjoined on all sides by the rear garden of the detached and semi-detached properties on Jobs Lane to the north and west, the semi-detached properties on Pine Tree Avenue to the east and semi-detached and terrace properties on Ballingham Close to the south.

There is a level change across the site where there is a downhill slope from north to south of circa 2m. The site is largely level with the adjoining properties on Jobs Lane and Pine Tree Avenue, dropping down to the properties on Ballingham Close. The eastern boundary with the rear gardens of Pine Tree Avenue includes several mature trees, including an Ash and Oak tree with a Tree Protection Order (TPO) on them.

## 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
R/2007/0010	Demolition of existing buildings and erection of 8 residential dwellings with associated vehicular access and parking	Refused 25/10/2007, Appeal dismissed 14/05/2008
R/2007/2161	Demolition of existing buildings and erection of 7 residential dwellings with associated vehicular access and parking	Approved 21/02/2008
FUL/2019/25 45	Demolition of bungalow and outbuildings and erection of 4 dwellings with associated vehicular access, parking and landscaping.	Withdrawn 04/12/2019
FUL/2020/05 02	Demolition of bungalow and outbuildings and erection of 4no. residential dwellings	Approved 04/06/2020

Application R/2007/0010 was refused on the following grounds:

- a) by reason of its design and layout which would result in a cramped development of the site which fails to respect standard separation distances between new dwellings which would be out of character with the predominant spaciousness of the locality, and would result in a substandard residential environment for future occupants and harm to the character of the surrounding area;
- b) due to the proximity of the proposed dwellings to the existing trees and site boundaries the layout results in the creation of sub-standard amenity space for future occupiers;
- c) would by reason of close proximity of properties to the boundaries result in undue overlooking onto existing adjacent properties and a poor visual outlook from these existing properties to the detriment of the amenities of those occupiers; and
- d) would result in an over provision of car parking with associated areas of hardstanding in a locality well served by public transport contrary to the advice within PPS3 and to the detriment of the bosky character of the surrounding area.

## **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. The latest framework came into effect on 20th July 2021. The NPPF 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 policies relating to this application are:

Policy DS1: Overall Development Needs

Policy DS3: Sustainable Development Policy

Policy H3: Provision of New Housing

Policy H9: Residential Density

Policy DE1 Ensuring High Quality Design

Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation

Policy GE4: Tree Protection

Policy AC1: Accessible Transport Network

Policy AC2: Road Network

Policy AC3: Demand Management

Policy AC4: Walking and Cycling

Policy EM2: Building Standards

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

## **STATUTORY CONSULTATION RESPONSES**

The following statutory consultees responded with no objections:

- Planning Policy, Streetscene and Greenspace

The following statutory consultees responded with no objections subject to conditions/contributions:

- Highways, Environmental Protection, Trees, Ecology, Lead Local Flood Authority

The following statutory consultees responded with no objections subject to requirements being complied with:

- West Midlands Fire Service – No objection subject to the proposed access driveway meeting the specifications for an appliance, set out in Requirement B5: Access and facilities for the fire service from Part B of Schedule 1 to the Building Regulations 2010:

The following statutory consultees responded with an objection:

- Urban design and Landscaping – Objection raised on the grounds that there is approximately 14 meters separation between the frontages of the new houses, which would not be supported by the Residential Design Guide which recommends a minimum separation of 20 meters.

## **PUBLIC CONSULTATION RESPONSES**

Notification letters were sent to adjoining neighbouring properties and local councillors were notified on 29<sup>th</sup> July 2021 and a site notice was put up outside the site on 05<sup>th</sup> August 2021. Eight public representations were received objecting on the following grounds:

1. Rear gardens being built on where development should only be allowed to be built on brownfield land;
2. Proposal only provides large houses;
3. Plots 5, 6 and 7 are too close to the existing residential boundaries with no tree planting;
4. Loss of privacy as result of the new houses rear facing windows facing onto existing properties and gardens;
5. Loss of privacy with both the front and rear windows of both plots 6 and 7 being able to overlook the rear garden of the adjacent property;
6. No information on boundary fencing / treatment with existing properties raising concern on appearance, security and increased risk of damage as up to three different properties would be using existing properties fences. Therefore, new boundary fencing should be erect by the developers for use by the development so there is no increased impact on existing residents fencing.
7. Loss of light to existing rear gardens;
8. Increase in pollution from extra traffic;

9. Increase noise;
10. Site not big enough for seven 4-bedroom houses and the development is too big;
11. Lack of parking for family sized houses with only 2 parking spaces provided for each house, which doesn't consider growing up children having vehicles.
12. Lack of visitor parking with concern cars will be parked outside existing resident's properties.
13. Increased risk of accidents happening as a result of more car parked on Jobs Lane, which is a bus route and where cars travel too fast along the road and where there is a nursery directly opposite the site, increasing the risk;
14. Concern over an increased risk of flooding. Ballingham Close floods now when there is heavy rain with water reaching the bottom of doors and air vents. Therefore, will sufficient drainage be installed and what will the new houses be linked up to and what impact will be on the sewage system and the local environment;
15. Lack of established tree planting to help with privacy and to deaden noise from the family housing.
16. Plans show more trees than there are around the site with more trees needing to be felled than is being shown;
17. Unacceptable that neighbours can sell part of their garden and allow three 4-bedroom house to be built so close to existing residents, harming their amenity, and overlooking rear gardens, making them less usable;
18. Existing rear gardens would be significantly reduced in size, which reduces the options for families who are looking to move to the area in the future of having a large rear garden;
19. Loss of views;
20. Impact on house prices;
21. Increased security risk by virtue of this back-land site currently not being accessible and by now being accessible makes the rear gardens of existing properties more vulnerable;
22. Risk to TPO trees around the site;
23. Work has already commenced on site

Should any further comments be received, these will be reported with the late representations.

## **APPRAISAL**

The main issues in determining this application are principle of development, design and character of the area, impact upon neighbouring amenity, highway considerations and impact on protected trees.

### **Principle of development**

The surrounding character of the area is residential and the principle of residential development on the site was established in 2008 under the previously adopted Development Plan and included a planning approval for 7 dwellings, which was never implemented. The principal of residential development on the site was established again in 2020 under the current Coventry Local Plan 2016 (CLP) adopted in December 2017 and included a planning approval for 4 dwellings, which has been implemented.

Policy H3 of the CLP deals with the provision of new housing. It states that new housing must provide a high-quality residential environment which assists in delivering urban regeneration or contributes to creating sustainable communities and which overall enhances the built environment. The policy goes on to say that a suitable residential environment will include safe and appropriate access, have adequate amenity space and parking provision and be safe from environmental pollutants such as land contamination, excessive noise and air quality issues.

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

The proposal is a back-land development given the site is surrounded by residential gardens. However, as per the 2020 permission, the demolition of No. 54 Jobs Lane would create a satisfactory access road into the site from Jobs Lane and would open the site to provide an attractive residential environment similar to many cul-de-sacs and courtyard style developments. The additional consideration with this latest proposal is that it includes the rear gardens of nos. 46, 48 and 56 Jobs Lane. The NPPF states that residential rear gardens are not classified as previously developed land and that inappropriate development of residential gardens, for example where development would cause harm to the local area, should be resisted.

The proposal for seven houses that includes building on the rear gardens of nos. 46, 48 and 56 Jobs Lane would in principle be an appropriate form of development by virtue of it being part of a wider comprehensive development (the 2020 permission). An acceptable vehicle and pedestrian access has already been approved for the site and the additional houses would contribute to a cohesive street scene alongside the four approved houses, with the whole development reflecting the character and appearance of the surrounding area. In addition, a sufficient rear garden depth, in excess of 10m, would be provided for nos. 46, 48 and 56 Jobs Lane and the proposed development would maintain satisfactory separation distances from the surrounding neighbouring dwellings in line with the Council's guidance. As a result, the proposed development is not considered to cause harm to the local area and the site is considered appropriate for additional residential development above that already approved.

The proposal will result in a net gain of 6 dwellings, compared to the existing dwelling of no.54 Jobs Lane and a gain of 3 dwellings compared to the 2020 permission. The bungalow at No. 54 Jobs Lane has now been demolished as part of the 2020 permission with site clearance and enabling works currently taking place within the 2020 application site boundary. The loss of no. 54 was assessed as part of the 2020 application and considered acceptable.

The Coventry Local Plan 2016 expects that windfall sites would help to meet housing needs within the plan period. The proposed development is compatible with the nearby uses and it is considered that it would result in an attractive residential environment that would not appear cramped. The density of the proposed development is satisfactory and retains sufficient space between the proposed houses, with all the houses being provided with rear

gardens and two car parking spaces in line with the CLP. The private drive provides the required number of visitor car parking spaces and an appropriately sized waste collection area. The development site is in an established residential area, within walking distance to local amenities including Jardine Crescent District Centre and is near to bus routes that serve both the local area and the City Centre.

By virtue of the above, the proposed residential development is considered acceptable in principle and would provide an attractive residential environment for future occupiers in accordance with Policies H3 and H9. Of the CLP.

### **Design and Character of the area**

The NPPF and Policy DE1 of the CLP 2016 both encourage high quality urban design. The NPPF states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Policy DE1 states that all development proposals must respect and enhance their surroundings and positively contribute towards the local identity and character of an area.

Furthermore, Policy H9 of CLP 2016 states that the density of development should represent the most effective and efficient use of land whilst ensuring compatibility with the quality, character and amenity of the surrounding area. The design element would be considered in terms of the enhancement of the character and quality of the local environment; the relationship between buildings and spaces; and building details such as proportion, massing and materials.

There is no prevailing architectural style or design of property in the area. The general urban grain of development in the vicinity of the site varies to include traditional linear road frontage development and cul-de-sac developments. The housing styles, size and architectural designs are similarly varied. There are 2/3 storey flat roofed residential flats located to the west side of Jobs Lane with the houses being mainly detached or semi-detached and comprising of either bungalows or two-storey dwellings.

The proposed dwellings are two storeys in height and include a mix of both semi-detached and detached dwellings which is in keeping with the general character of the area. The houses would have hipped roofs, which help to reduce the overall massing of the development and would reflect the character of the area where hipped roofs are a feature.

There has been a positive consideration in term of massing for the proposed units being suggested as two-storey, which are reflective both of that experienced in the locality and that previously approved on site and which would be supported by Policy DE1.

The design and materiality of the four approved houses as well as their positioning on the site would be as per the 2020 permission. The design of the approved houses is a red brick construction with three of the houses incorporating render to the upper floor elevations. The three new houses would be solely red brick. All the houses would have brown tiled roofs, a canopy roof above the open style porch and brick header detailing above the ground floor windows. Plots 6 and 7 would include both brick header and footer detailing to all windows and a tiled canopy over the front ground floor bay windows. The materials would be

reflective of the palette within the locality and the detailing would be supported under Policy DE1.

When considering the layout there has been positive consideration given to hard and soft landscaping and parking for each dwelling. The existing south to north gradient across the site has been maintained with the proposed houses stepping down towards the southern boundary of the site. The front of the houses would face onto the private access drive and have a direct relationship with it. The design and layout of the scheme will create an attractive and acceptable street frontage and environment for future occupiers and will enable the development to create its own sense of place, which would be supported by Policy DE1.

Additionally, there has been a positive consideration given to the layout regarding the provision of a range of garden sizes for each unit. Three of the rear gardens would not achieve the desired 10m depth to them, these being plots 3, 4 and 5, which would be short by between 0.5m and 1m, however, by virtue of all garden areas (including plots 3, 4 and 5) being above that recommended in the Council's Residential Design Guide, all rear gardens would be supported. The gardens of Plots 3 and 4 have also already been approved as part of the 2020 permission. The arrangement of existing gardens of neighbouring properties helps the situation as the gardens of the houses on Pine Tree Avenue and Jobs Lane are generously sized in terms of their depth and would back onto the rear gardens of the proposed houses. Where existing rear gardens are not so deep, such as to those properties along Ballingham Close to the south of the site, an additional landscape buffer is proposed, measuring 6m deep within the development site to increase screening and to mitigate the impact from the development.

The separation distance between the front elevations of Plots 4 and 5 and between Plots 6 and 7 would be 14m and 16m respectively, which would not comply with Council guidance that seeks for 20m separation distances between directly facing windows. While officers have been able to increase the distance between these two sets of properties during negotiations, this is the maximum that can be accommodated on site without encroaching detrimentally into the size of the rear gardens. While not in line with Council guidance, the houses provide a good standard of accommodation in all other respects and by virtue of the nature to the front of the properties being a private drive and these all being new build properties, officers are able to allow flexibility in this instance. The Council's design guide for the Sustainable Urban Extensions in the north-west of the city talks about street hierarchies and sets out guidance for the use of different street widths. It references 'Lanes' and courtyard style developments, which would be comparable to the proposed private drive in this instance. In these instances, the guide shows distances between front elevations of houses of less than 14m, and in some cases, less than 10m as being acceptable when creating different street scenes. By virtue of the proposed houses providing a good standard of accommodation and with appropriately sized rear gardens, parking spaces and distance from existing properties being provided, the front to front separation distances in this instance is considered acceptable.

The consideration given to the provision of secure and convenient bin and cycle storage in the rear gardens is supported by the Waste Storage Technical Advice Note and the

Residential Design Guide. These are assessed in more detail in the Highways section below.

The design of the properties would be of a similar nature to existing surrounding properties and would be of a high quality that would enhance the built form and character of the area. The proposal would also make efficient and effective use of a predominately vacant and neglected piece of land. The houses would have their principal elevations fronting the open area including views towards the proposed vehicular access. The proposed parking spaces have been kept open and incorporated with the soft landscaping. This will provide natural surveillance and an opportunity to encourage informal social interaction.

The existing access between No. 48 and 50 Jobs Lane will be retained and a lockable metal gate would be installed, and keys would be given to the occupiers who have access rights on the shared access. The application site would no longer be served by this existing access. The gate would be installed level with the building line of no. 50 Jobs Lane ensuring it would be appropriately positioned along the access way so as not to significantly impact on the amenity of immediate neighbours or the street scene. This arrangement would help to deter antisocial behaviour and provide an element of security to the neighbouring occupiers.

The proposed development includes soft landscaping comprising of planting and laying of lawned areas; refuse bins and cycle storage areas in the gardens; and designated bins collection area along the new access drive within 25m from Jobs Lane. A condition will be attached to any planning permission requiring details of boundary treatment to be submitted for approval within the public realm areas of the site, which is those areas along both sides of the new access drive and are shared boundaries with Nos. 46, 50, 56 and 58 Jobs Lane and 1-11 Ballingham Close. It is proposed for new hedging / soft landscaping would be incorporated in front of any new boundary treatment.

The proposal is therefore considered to provide an appropriate layout and design that will enhance the character of the area in accordance with Local Plan Policies DE1 and H3.

### **Impact on residential amenity**

The concerns raised by local residents are carefully noted above; however, the proposed scheme is acceptable in terms of separation distances and relationship with surrounding neighbouring houses. In order to protect the amenity of existing residents, the Residential Design Guide SPG recommends that a minimum distance separation of 20m be maintained between principal windows to the front/rear of properties. Furthermore, Paragraph 130 of the NPPF seeks to protect the amenities of all existing and future occupants of land and buildings.

The table in the description of the application proposal section at the beginning of this report sets out the main distances measured within the proposal and to existing neighbouring properties. All distances to existing neighbouring properties are compliant with the Council's guidelines.

There would be a separation distance of approximately 38m - 45m between the rear elevation of the houses on Pine Tree Avenue and the rear elevation of the proposed houses.

The side elevation of the proposed house on plot 4 is around 14.6m from the rear elevation of Nos. 15 and 17 Ballingham Close and the side elevation of the proposed house on plot 5 is around 15m from the rear elevation of Nos. 3-7 Ballingham Close. These are more than the 12m separation distance required by the adopted Design SPG and in addition, neither Plots 4 and 5 would include side (south) windows facing the properties on Ballingham Close. Therefore, the proposal would not have any potential of overlooking and loss of privacy towards the rear amenity of the houses on Ballingham Close. The proposed development would be north of the properties on Ballingham Close and therefore shouldn't have a significant impact on the daylight or sunlight levels to these existing properties. Whilst no. 15 does have a single storey rear extension, which is around 8.5m from the side elevation of the proposed house on plot 4, there are no existing windows on the end elevation of this extension and therefore there are no concerns for privacy or overshadowing.

The biggest impact in terms of overlooking would be to the existing properties on Jobs Lane, particularly nos. 48 and 56, whose rear gardens will be built on and therefore will have new windows facing them at a much closer distance than they experience now. The distance between the rear elevations of plot 5 and 48 Jobs Lane and plot 6 and 56 Jobs Lane would be 27m and 23m respectively. These distances would be in excess of Council guidelines and therefore would be acceptable so as not to cause a detrimental loss of privacy to the existing properties. These existing properties would also maintain garden depths in excess of 10m as required by council guidance.

No. 58 Jobs Lane would also be impacted by the development, by virtue of the houses on Plots 6 and 7 being built along the side boundary with its rear garden. The houses on plots 6 and 7 would be built 2m away from the boundary with no. 58 Jobs Lane, which is an increase on the distance they were from the boundary when the application was first submitted, which officers were able to negotiate. It is acknowledged that no. 58 would be impacted by the development by virtue of the proposed development site running the length of the south side of its garden and two new houses being built that will replace the current openness no. 58 enjoys that is created by the rear garden of no. 56 Jobs Lane. Plot 6 would be the closest to the house at no. 58 and would be the appropriate distance from the rear facing windows at circa 23m. The front and rear windows of both Plots 6 and 7 would have views into no. 58's rear garden, however, as these views would be from an angle there wouldn't be any direct overlooking that would cause harm to warrant refusal of the application. While the development site is south of no. 58, it is determined that sufficient sunlight would still reach the rear garden of no. 58 by virtue of its size that new built form will be limited along the boundary.

No. 50 Jobs Lane would continue to sit within its existing plot following the development and would not experience a reduction in the size of its rear garden. It would, however, have a new driveway along its north and east boundaries. Proposed boundary treatment and landscaping along all sides of the private access road are intended to limit any noise nuisance, details of which will be secured by condition. Plots 5 and 6 would be the closets to

no. 50, however, they would not be directly facing and would be a sufficient distance away so as not to cause any significant overlooking impacts. The front elevations of approved plots 1, 2 and 3 would all be in excess of 40m away from the rear elevation of no. 50, which would be acceptable.

As a result of the separation distances, siting and positioning of the new dwellings it is considered that the proposal would not result in significant adverse impacts in terms of loss of light, visual intrusion, overlooking and loss of privacy to adjacent residential occupiers.

The boundary treatment in association with the soft landscaping/hedge planting within the public realm areas of the site and along all sides of the new access drive would minimise the impact on adjoining neighbouring houses and their rear gardens from the worst of any noise from comings and goings through the new vehicular access.

### **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 application proposes creation of an access road to enable the development. The proposed layout and width of the access road would satisfy the criteria of a private road to serve 7 new dwellings, allowing two cars to pass with ease and is to the satisfaction of the Council's Highways Officers. The width of the access road is 4.8m. The driveway has additional width of 6 metres adjacent to parking spaces to allow for the manoeuvring of private cars. The existing dropped crossing to 54 Jobs Lane at the junction of the new access road would be widened and splayed to provide additional manoeuvring areas and retain visibility splay.

All the dwellings would have direct vehicular and pedestrian access from the proposed new road and each dwelling house will have two parking spaces. In addition, there will be two visitor spaces provided. Therefore, 16 parking spaces will be provided for the new development. CLP requirement for 3 or more-bedroom houses is 2 spaces per dwelling + 1 unallocated space per 5 dwellings for visitors. The proposal would accord with these maximum requirements required by Appendix 5 of the Local Plan. It is considered that the

proposed parking spaces for the new development would be sufficient and would not have any additional impact on existing parking provision than that which already exists. The site is well connected and within a highly sustainable location. Jobs Lane is a bus route into the City Centre and surrounding area and is served by routes 6 and 6A. Local amenities are within a short walking distance including Jardine Crescent District Centre which is circa 300m away.

Dedicated space would be provided in the rear gardens of each property for the storage of Coventry City Council issued wheelie bins. The guidance on refuse collection is provided in Manual for Streets, which advises that “waste collection vehicles should be able to get to within 25 m of the waste storage point”. The proposal includes a bin collection area along the south side of the private driveway that residents will be invited to place their wheelie bins within on collection day only and which would be less than 25m from Jobs Lane, ensuring a refuse wagon would not need to enter the development site and would still be within the stated distances. This design was accepted as part of the 2020 permission and is still considered an acceptable arrangement for seven dwellings and would be supported by the Waste Storage Technical Advice Note. Therefore, the design for refuse and recycling collection is considered to be appropriate.

The provision of dedicated and secure cycle storage in the rear garden of each property is supported. The storage provision would use Sheffield cycle stands, which would ensure accessible and easy storage for all and would be secured within a timber enclosure. This would be in line with Appendix 5 of the Local plan and the Residential Design Guide.

Tracking diagrams issued with the Transport Statement demonstrate that a box van and fire engine appliance (typically 7-8m long) can readily enter on the access driveway and manoeuvre with the cul-de-sac and turning head ensuring deliveries, trades people and the emergency services can access the development.

The Highways Officers have no objection to the proposal. Given the density of the development, new road layout and parking provision within a small residential Cul-de-Sac, it is considered that the proposal would not have any demonstrable impact on the free flow of traffic and endanger highway safety. Car parking provision would accord with maximum standards set out in the CLP. The proposal therefore accords with Policy AC2 and AC3 of CLP 2016. The provision of bicycle storage in the rear garden which has direct access from the front would assist in meeting the aims of Policies DS3 and AC4 which promote sustainability and encourage provision of cycling and walking as an alternative mode of transport.

The NPPF provides a presumption in favour of sustainable development, with paragraph 109 stating that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.” Planning permission for four dwellings has been secured on the site. Additional land allows the project to be expanded to provide seven dwellings using a private roadway. There are no material changes to the previously approved access and design and accordingly the proposal has not been found to have a severe impact on the function and safety of the local road network.

## **Ecology and Trees**

The Arboricultural Report (Marlow Consulting Ltd, 18th June 2021) identified 9 trees within close proximity of the site including a veteran Oak and Ash tree which are protected and which are within the demise of the rear gardens of the properties along Pine Tree Avenue to the east. These two native TPO trees located adjacent to the rear boundary (eastern boundary) of this application site are identified in the report as T7: veteran Oak and T1: mature Ash. The Arboricultural Report indicates that 4 trees (adjacent to the northeast corner) were approved to be removed as part of the 2020 permission and that a further two trees would be removed to facilitate the seven house development. These trees have been rated as being of low suitability for retention.

The Council's Tree Officer is satisfied with the applicant's tree survey which has provided evidence that their revised layout will not impact upon the subject tree roots by hand digging out a trench to the location of the proposed foundations to a depth where tree roots would usually be expected to grow to. Plot 7 in the north east corner of the site has been located outside of the root protection area (RPA) of the veteran Oak, in line with Tree Officers comments during the pre-application process. The plans show that already approved Plots 1 and 2 are located with the RPA, which was allowed because they are built on the existing area of hard standing that used to accommodate the garages that occupied the site. This was agreed with Tree Officers as Plots 1 and 2 wouldn't have any more adverse impact on the RPA than the existing concrete slab.

As part of the 2020 permission the Tree Officer agreed with the proposed removal of adjacent vegetation to T7 Veteran Oak and considered it would be greatly beneficial to reduce the halo competition of light, water and nutrients from Veteran Oak.

The application proposes additional onsite planting and the formation of a new landscaped boundary to the south of the site as well around the perimeter of the site. It is considered the addition of new landscaping and boundary treatments provides a key opportunity to enhance the biodiversity and setting of the site for both new and existing properties.

In terms of ecology, the Council's Ecologist identified that the proposed development will result in the loss of an area of urban habitat and an overall loss in biodiversity contrary to Local Plan policy GE3 and national policy. However as per the 2020 permission, which sought to address the loss in biodiversity by including a number of enhancements including landscape features and bird and bat boxes, there is no objection on ecology grounds to the proposed seven houses subject to conditions that seek to ensure that policy GE3 is respected and the development does not lead to an overall loss in biodiversity. The conditions recommended comprise those seeking native planting, control of lighting for bats, hedgehog habitat, specific details requiring 4 x bird box and 3 x bat box (includes those required under FUL/2020/0502) and a Landscape and Ecological Management Plan – including enhancements recommended in the applicant's submission and indication of how features will be maintained long term.

## **Other considerations**

The Council's Environmental Protection Officers are satisfied with the proposal but

recommend conditions to establish the extent of contamination of the site given the site was used for storing cars in the past. They also suggested mitigation measures to offset the environmental impact of the development on air quality by requiring a minimum of 1 x electric vehicle charging point per dwelling prior to occupation and which are to be maintained and available for use at all times thereafter and requiring gas boilers to have ultra-low NOx emissions with a maximum dry NOx emissions rate of 40mg/kWh. Both these requirements will be secured through two appropriately worded conditions.

In addition, it is considered that a construction environmental management plan (CEMP) will be required to be submitted demonstrating how noise and dust emissions will be minimised during construction and what the proposed hours of works would be.

By virtue of the slope of the land north to south, officers are aware of the surface water flooding events that can take place in Ballingham Close to the south of the site during heavy rainfalls. A number of residents have referenced this as an ongoing concern in their submitted comments. The Council's Flood Risk and Drainage Engineers have been working closely with the applicant's drainage consultants and raised no concerns subject to conditions to minimise the risk of surface water flooding.

The Lead Local Flood Authority confirmed that the development, regardless of the number of properties, will change the rainfall characteristics of the site for the better, because the development will introduce physical drainage that isn't there at the moment, and this will intercept what currently runs off the site. The proposed development will introduce a stormwater storage facility (locking water away until it can be discharged), and a permeable surface which will allow the water to be removed from the surface and routed to the above-mentioned storage. The conditions will require an increase in the stored volume and an overflow mechanism to prevent surface flooding during critical events. These factors will ultimately improve the performance of the site as a whole and significantly improve the current flooding situation in the area.

## **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;
  - a) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - b) 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 proposal is considered to provide an acceptable form of development and will not result in any significant harm upon neighbour amenity, highway safety, ecology or infrastructure, subject to relevant conditions and contributions. It is therefore considered that the proposed development accords with development policies DE1, DS3, H3, H9, AC2, AC3, EM4, EM5, GE3 and GE4 of the Coventry Local Plan 2016, together with the aims of the NPPF. Subsequently the application is recommended for approval, subject to conditions.

## 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:
  - 053\_01A - Location Plan
  - 053\_02A - Existing Site Plan
  - 053\_10J - Proposed Site Plan
  - 053\_11F - Proposed Block Plan
  - 053\_12G - Proposed Compliance Plan
  - 053\_14 - Proposed Cycle Storage
  - 053\_20B - Plots 1+2 Plans
  - 053\_21B - Plots 1+2 Elevations
  - 053\_22A - Plot 3 Plans and Elevations
  - 053\_23A - Plot 4 Plans and Elevations
  - 053\_24 - Plot 5 Plans and Elevations
  - 053\_25B - Plot 6 Plans and Elevations
  - 053\_26B - Plot 7 Plans and Elevations
  - 053\_27E - Proposed Street Scenes
  - Arboricultural Report ref. BS5837, dated 18th June 2021
  - 2021 Updated Protected Species Survey Report, ref. 3379-CWS-03, dated 28th May 2021
  - Drainage Statement, ref. 21026 Issue 5, dated 4th November 2021
  - Phase 1: Desk Study and Preliminary Risk Assessment Report, ref. YE1641, dated December 2020
  - Geotechnical Investigation, ref. YEX1642, dated February 2021
  - Proposed Schedule of Materials, Rev. A
  - Transport Statement, ref. P1365 Version 1, dated 1 July 2021
  - P1365/22 - Fire Appliance Manoeuvring

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

3. No development shall take place unless and until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority,

which shall refer to good practice guidance such as BS5228 and the Mayor of London Guidance 'Controlling Dust and Emissions During Construction and Demolition'. 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 construction phase;
- the delivery access point;
- 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;
- the erection and maintenance of a security hoarding including decorative displays and facilities for public viewing where appropriate;
- wheel washing facilities and other measures to ensure that any vehicle, plant or equipment leaving the application site does not carry mud or deposit other materials onto the public highway;
- measures to control the emission of dust and dirt during construction;
- measures to control the presence of asbestos;
- measures to minimise noise disturbance to neighbouring properties during 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.*

4. 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.*

5. 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.*

6. 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 remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and is subject to the approval in writing of the Local Planning Authority.

**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.*

7. In the event that contamination is found at any time when carrying out the approved development, that was not previously identified, it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 4, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 5, which shall be submitted to and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 6.

**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. None of the dwellings hereby permitted shall be occupied unless and until the access to the site, manoeuvring space(s) and the car parking provision for that dwelling indicated on the approved drawings has been constructed or laid out in full accordance with those details, and made available for use by the occupants and / or visitors to the dwellings and thereafter those spaces shall be retained for parking purposes at all time and shall not be removed or altered in any way.

**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.*

9. The dwellings hereby permitted shall not be occupied unless and until the 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 2016.*

10. The development hereby permitted shall not be occupied unless and until the bin storage area(s) have been laid out and provided in full accordance with the approved details and thereafter those facilities shall remain available for use at all times. All bins which serve the development within the red line site area must be stored within the approved bin storage area and not positioned on the designated bin collection area or in the open, unless on bin collection days.

**Reason:** *In the interests of the amenities of future occupants of the residential accommodation and neighbouring occupiers in accordance with Policies DE1 and H3 of the Coventry Local Plan 2016.*

11. Any gas boilers installed on site shall be ultra-low NOx emissions with a maximum dry NOx emission rate of 40mg/kWh. A minimum of one electric vehicle recharging point per dwelling shall be provided prior to occupation of the development and shall not be removed or altered in any way and shall be kept available for such use by residents at all times thereafter.

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

12. Prior to first occupation of the development hereby permitted, details of both hard and soft landscaping works shall be submitted to and approved in writing by the Local Planning Authority. Details of hard landscaping works shall include boundary treatment, including full details of the proposed boundary walls, railings and gates to be erected, specifying the type of bricks and colour of the railings and gates; footpaths; and hard surfacing (which shall be made of porous materials or provision shall be made to direct run-off water from the hard surface to a permeable or porous area). The hard landscaping works shall be completed in strict accordance with the approved details within three months of the first occupation of any of the dwellings hereby permitted; and all planting shall be carried out in accordance with the approved details within the first planting and seeding seasons following the first occupation. Any tree(s) or shrub(s) which within a period of five years from the completion of the development dies, is removed or becomes; in the opinion of the Local Planning Authority; seriously

damaged, defective or diseased shall be replaced in the next planting season with another of similar size and species. All hedging, tree(s) and shrub(s) shall be planted in accordance with British Standard BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations and BS4428 - Code of Practice for General Landscape Operations.

**Reason:** *To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the are in accordance with Policies GE1 and DE1 of the Coventry Local plan 2016.*

13. No development approved by this permission shall be occupied until the following information has been submitted to and approved by the Local Planning Authority and Lead Local Flood Authority:
  - i. During demolition phase, provision must be made to avoid sediments loads on the surface water runoff.
  - ii. A scheme for the provision of surface water drainage, incorporating SuDS infiltration or attenuation techniques for the management of all surface water, peak and total flows, in accordance with Coventry City Council's adopted Supplementary Planning Document for 'Delivering a More Sustainable City'.
  - iii. A detailed strategy for the long-term maintenance of the SuDS and other surface water drainage systems on site.
  - iv. In accordance with point i) above, the development discharge rate must be managed to a limiting value of 5.0 l/s offsite.
  - v. Provisions must be made for the drainage of the site to ensure there are no temporary increases in flood risk, on or off site, during the construction phase.
  - vi. Where new or redevelopment site levels result in the severance, diversion or the reception of natural or engineered drainage flow, the developer shall maintain existing flow routes (where there are no flood risk or safety implications) or intercept these flows and discharge these by a method approved by the Local Planning Authority.
  - vii. The development must be considered for the implementation of permeable paving or similar permeable material for the partial reduction of flow and the improvement of water quality in accordance with Coventry City Council's adopted Supplementary Planning Document for 'Delivering a More Sustainable City'.
  - viii. Evidence to show the management of overland flow routes in the event of exceedance or blockage of the drainage system. Details should include demonstration of how the building will be protected in such an event.
  - ix. Provisions must be made for the drainage of the site to ensure there is no discharge of surface water to the Public Highway.  
Once approved, the development shall only proceed in accordance with the approved details including any recommended mitigation measures and shall remain in place thereafter.

**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'*

14. No development or other operations (including any demolition, site clearance or other preparatory works) shall commence unless and until the tree protection measures identified in the approved application documentation have been put into place in strict accordance with the approved details and thereafter they shall remain in place during all construction work. In addition no excavations, site works, stock piling, trenches or channels shall be cut or pipes or services laid, no fires shall be lit within 10 metres of the nearest point of the canopy or root protection area of any protected tree(s); no equipment, machinery or structure shall be located within this zone; no mixing of cement or use of other contaminating materials or substances shall take place within, or close enough to, a root protection area that seepage or displacement could cause them to enter a root protection area or any other works carried out in such a way as to cause damage or injury to the tree(s) by interference with their root structure and that no soil or waste shall be deposited on the land in such a position as to be likely to cause damage or injury to the tree(s).

**Reason:** *To protect those trees which are of significant amenity value to the area and which would provide an enhanced standard of appearance to the development in accordance with Policy GE3, GE4 and DE1 of the Coventry Local Plan 2016.*

15. Prior to the first occupation of the development hereby permitted details of three bat boxes and four bird nesting boxes shall be submitted to and approved in writing by the Local Planning Authority. The three bat boxes and four 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.*

16. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any statutory instrument amending, revoking and/or replacing that Order, no further development shall take place within the curtilage of any dwellinghouse hereby permitted without the prior grant of planning permission by the Local Planning Authority.

**Reason:** *Having regard to the design, layout and general nature of the proposed development it is important to ensure that no further development is carried out which would detract from the appearance of the area and affect the amenity of adjacent properties as well as the amenity of the future occupiers and which would also be detrimental to the health and root system of the adjacent protected trees. Therefore, no additional development is to be carried out without the permission of the Local Planning Authority in accordance with Policies H3 and DE1 of the Coventry Local Plan 2016.*

17. Prior to their incorporation into the development hereby permitted, sample details of the materials to be used in the construction of new access drive 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, maintained 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 Policies DE1 and H3 of the Coventry Local Plan 2016.*

18. Notwithstanding the plans hereby permitted, prior to first occupation of the development, details of the position, appearance and materials of the boundary treatment around the perimeter of the application site that would be within the public realm areas, shall be submitted to and approved in writing by the Local Planning Authority. The details are in relation to those areas of the site not incorporated into the private rear gardens of the seven dwellings hereby permitted and would border the existing properties of nos. 46, 48, 50, 56 and 58 Jobs Lane and 1-17 Ballingham Close. The boundary treatments shall be completed in full accordance with the approved details 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*

19. Before the access hereby permitted is first used a two metre by two metre visibility splay shall be provided at the back of the footway on either side of the proposed access way in full accordance with the approved drawings. The visibility splays shall be retained thereafter with nothing in the visibility splay exceeding 600mm in height.

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

20. Where it is intended to create semi natural habitats, all species used in the planting scheme, to be submitted under condition 12, shall be locally native species of local provenance.

**Reason:** *In order to enhance habitat within the site in accordance with Policy GE3 of the Coventry Local Plan 2016.*

21. Prior to the installation of any street lighting or any external lighting to be fixed to any building(s), an external lighting strategy (including a plan) shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall demonstrate that lighting shall be kept to a minimum at night in order to minimise impact on emerging and foraging bats, and to restrict light spillage onto foraging corridors. The lighting shall be installed in full accordance with the approved strategy and all lighting thereafter shall be subsequently maintained in strict accordance with the approved details.

**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*

22. Prior to the first occupation of the development hereby permitted, details of general ecological habitat enhancement measures and hedgehog mitigation measures shall be submitted to and approved in writing by the Local Planning Authority. Such measures shall include; retention and management of boundary vegetation, and hedgehog friendly boundary fencing and gates. The habitat enhancement measures shall be undertaken 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*

23. Prior to the first occupation of the development hereby permitted a Landscape and Ecological Management Plan (LEMP), that includes enhancements recommended by Cotswold Wildlife Surveys and indications of how features will be maintained long term, shall be submitted to and approved in writing by the Local Planning Authority. The content of the LEMP shall include the following:
- a. Description and evaluation of features to be managed;
  - b. Ecological trends and constraints on site that might influence management;
  - c. Aims and objectives of management, including mitigation and enhancement for species identified on site;
  - d. Appropriate management option for achieving aims and objectives;
  - e. Prescriptions for management actions;
  - f. Preparation of a work schedule (including an annual work plan capable of being rolled forward over a ten-year period);
  - g. Details of the body or organisation responsible for implementation of the plan, along with funding mechanism(s) for that body or organisation;
  - h. Ongoing monitoring and remedial measures, including where monitoring shows that conservation aims and objectives of the LEMP are not being met.
- The LEMP plan shall be implemented in strict accordance with the approved details within three months of the first occupation of the development and thereafter shall not be withdrawn or amended in any way.

**Reason:** *In order to safeguard and enhance habitat on or adjacent to the site in order to secure an overall biodiversity gain in accordance with Policy GE3 of the Coventry Local Plan 2016.*