

Planning Ref:	FUL/2021/3672
Site:	Land at Troyes Close, Coventry, CV3 5PU
Ward:	Cheylesmore
Proposed Number of Units:	Two
Proposed Number of Affordable Housing Units:	Two
Proposal:	Erection of 2no 3 bedroomed semi-detached dwellings with associated parking and access.
Case Officer:	Fiona Runacre

SUMMARY

The site comprises a redundant parking area, that formerly accommodated garages and parking. The site is enclosed with a pedestrian gate that is locked. A pair of semi-detached dwellings with associated parking and access is proposed with an access to the side of the properties to provide pedestrian access to the rear of the adjacent terrace at 1 to 9 Troyes Close.

KEY FACTS

Reason for report to committee:	More than 5 representations objecting to the application
Current use of site:	Redundant parking area site of former garages
Proposed use of site:	Residential properties with associated parking

RECOMMENDATION

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

REASON FOR DECISION

- The proposal is acceptable in principle and will deliver additional affordable housing stock.
- Off street parking provision will be provided to serve the dwellings.
- The proposal will not adversely impact upon highway safety.
- The proposal will not adversely impact upon the amenity of neighbours.
- The proposal accords with Development Plan policies and with the aims of the NPPF to deliver housing in a sustainable location, make use of previously developed land and secure high-quality design.

APPLICATION PROPOSAL

It is proposed to erect one pair of semi-detached dwellings on the site using Modern Methods of Construction (MMC). The dwellings would be set back within the site, having a frontage building line to match that of the adjacent terrace, of two storey properties. Two parking spaces would be proposed for each dwelling. Bins would be stored within the rear garden and a small shed provided for storage and space to store two bicycles. Rear and front gardens would be laid to lawn and a hedge provided to part of the frontage.

The dwellings to be provided on the site will assist in meeting the current shortfall of social housing units within the City. The redevelopment of the site is part of Citizens' Housing review and redevelopment of underused parcels of land, to deliver needed affordable housing.

SITE DESCRIPTION

The site is a redundant, former garage site that is currently enclosed by 1.8 m high fencing with pedestrian gate. It is located within a wholly residential area and is flanked by two storey, gable pitched roof development, with a mix of flats and single dwellings. The adjacent terrace has single storey, flat roof garages that project from the front of the dwellings and rear pedestrian access to the site, although it is now gated and locked along the frontage.

Troyes Close has a strong frontage building line in the adjacent terrace, whilst the dwellings to the north (in Crecy Road) and to the west (in Woodstock Road) have a semi-detached arrangement. Adjoining the site along the western boundary is a substation site that is accessed from Woodstock Road.

PLANNING HISTORY

There is no relevant planning history.

POLICY

National Policy Guidance

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that is relevant, proportionate and necessary to do so, and identifies that the purpose of planning is to contribute to the achievement of sustainable development. Achieving sustainable development means that the planning system has three overarching objectives: economic, social and environmental objective which are interdependent and need to be pursued in mutually supportive ways. Of specific relevance to key issues is Part 2: Achieving Sustainable Development; Part 11: Making Efficient Use of Land; and Part 12: Achieving Well Designed Places.

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

Local Policy Guidance

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

Policy DS1: Overall Development Needs
Policy DS3: Sustainable Development Policy
Policy H1: Housing Land Requirements
Policy H2: Housing Allocations
Policy H3: Provision of New Housing
Policy H4: Securing a Mix of Housing
Policy H9: Residential Density
Policy DE1 Ensuring High Quality Design
Policy AC1: Accessible Transport Network
Policy AC2: Road Network
Policy AC3: Demand Management
Policy AC4: Walking and Cycling
Policy EM1: Planning for Climate Change Adaptation
Policy EM2: Building Standards
Policy EM4: Flood Risk Management
Policy EM5: Sustainable Drainage Systems (SuDS)
Policy EM6: Redevelopment of Previously Developed Land
Policy EM8: Waste Management

Supplementary Planning Guidance/ Documents (SPG/ SPD):

SPG Design Guidance for New Residential Development
SPG Design Guidance for Extending Your Home
SPD Delivering a More Sustainable City
SPD Coventry Connected –
- Appendix 5-car park and cycle parking standards
SPD Air Quality 2019

CONSULTATION

No Objections received from:

- Archaeology (14.1.2022)
- Ecology (6.1.2022)
- Sustainable Energy (6.1.2022)
- Cadent (5.1.2022)
- Severn Trent Water Ltd (18.1.2022)
- West Midlands Fire Service (30.12.2021)

No objections subject to conditions have been received from:

- Highways (18.1.2022)
- Environmental Protection (2.2.2022)
- Lead Local Flood Authority (2.2.2022)

At the time of writing comments are awaited from Street Lighting in relation to the relocation of the existing lighting column. Further comments are also awaited from Highways on amended plans showing changes to the location of the off-street parking. An update will be given as part of any late representations.

Immediate neighbours and local councillors have been notified. A site notice was posted on 23rd December 2021.

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

- a) Overlooking and loss of privacy
- a) Loss of amenity as a result of noise and disturbance
- b) Loss of outlook
- c) Overshadowing
- d) High density overdevelopment
- e) Loss of access to rear no's 1 to 9 Troyes Close
- f) Harm to safety and security as a result of loss of lampposts

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

- g) Property values
- h) Right to light
- i) Loss of existing views
- j) Lack of investment to flats opposite that are in a poor state of repair

At the time of writing, immediate neighbours and those who previously submitted representations had been re-notified of the amended plans that show a reduction in the height of the dwellings, the siting of the dwellings further from the side (west) boundary and reinstatement of pedestrian access to serve the rear of the adjacent terrace. Any further material comments received will be reported within late representations.

APPRAISAL

The main issues in determining this application are:

- The principle of development
- Design and visual considerations
- Residential amenity
- Highways and access considerations
- Ecology and biodiversity
- Air quality and ground conditions

Principle of development

When considering the suitability of a site for housing development that is not already allocated, Policy H3 of the Local Plan must be considered to ensure it is situated within a sustainable location and will ensure the creation of an appropriate and acceptable residential environment. Directly relevant to the principle of the development is Policy H3 (4) which requires development to be in a sustainable location, wherever possible within:

- a) within 2km radius of local medical services;
- b) within 1.5km of a designated centre within the city hierarchy (policy R3);
- c) within 1km radius of a primary school;
- d) within 1km of indoor and outdoor sports facilities; and
- e) within 400m of a bus stop
- f) within 400m of publicly accessible green space

The location is sustainable being within 500 m walking distance of the Daventry Road District Centre to the north where there is a range of services and facilities. Cheylesmore surgery is c 200m to the north west. Whitley Common Recreation Ground is c. 750m to the east and Quinton Park c. 500 m to the north. Bus services operate along **Black** Prince Road with stops within 100m of the site. The location satisfies policy H3(4) of the Local Plan.

Paragraph 69 of the NPPF supports small sized sites for residential development, recognising the contribution that suitable windfall sites can make to the housing requirement within existing settlements.

Paragraph 120 (c) of the NPPF requires that substantial weight is given to the value of using suitable brownfield sites within settlements for homes and other identified needs, and part (d) promotes and supports the development of under-utilised land and buildings. The principles adopted in the development plan promote the utilisation of accessible brownfield sites.

The principle of the residential development of this brownfield site to deliver additional housing provision is therefore supported in the NPPF and in accordance with Policy H3, subject to the proposal satisfying the other relevant parts of policy H3, specifically part 1 – high quality design and part 3 – providing a suitable residential environment. These relate to matters of detail and are discussed under the relevant headings below. Part 5 also requires proposals to conform with all other relevant plan policies. This is discussed further in the relevant sections below.

Design and visual amenity

Policy DE1 of the Local Plan seeks to ensure high quality design and development proposals must respect and enhance their surroundings and positively contribute towards the local identity and character of an area, having regard to scale, layout, density, mass, design, materials and architectural features.

Policy H3 (part 1) of the Local Plan requires that new residential development 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. Policy H9 identifies that a

minimum of 35 dwellings per hectare (dph) should be provided on previously developed land and the proposed density is 36 dph such that the development would not represent an overdevelopment of the site.

The National Planning Policy Framework, paragraph 130 sets out specific aspects of development that development should achieve including visually attractive developments, that are sympathetic to the local character and history, that creates places that are safe, with a high standard of amenity for existing and future users.

Two storey dwellings are of an appropriate scale in this location given the immediate context of two storey dwellings. However, the initial plans received showed the ridge height to be significantly higher than the adjacent terrace. Amended plans received show the ridge height, and eaves reduced to better reflect that of the adjacent terrace with the ridge c. 200 mm above the ridge of the adjacent terrace compared to 1 m as originally proposed. The height and mass of the dwellings would fit in with the established streetscene.

With regard to materials, there is a mix of external finishes within the immediate area, including brickwork, tile hanging, render and a small amount of cladding on the flats opposite. The dwellings are proposed to be finished with a facing brick ground floor and horizontal cladding at first floor with concrete tiled roof. There is no objection to the type of materials proposed given the variety in the area, but the colour finish will need to be similar to that of the adjacent terrace which have earthy, darker tones. Details will be conditioned.

Whilst the provision of frontage parking, in this location would not be at odds with the street scene this would reduce the space available for a front garden and associated landscaping. The planting of a hedge along part of the front boundary and the back edge of the side-by-side parking would soften the visual impact of the parking in addition to introducing some biodiversity gain. Details of the planting will be conditioned.

Dropped kerbs would be required to serve the proposed parking and to avoid a dropped kerb across the whole of the frontage the existing access would be closed up. The existing lamppost would also need to be relocated.

As amended the layout, siting, design and scale would respond to its surroundings and the external finish, landscaping and boundary materials will be secured by condition, such that the proposal would accord with the principles of good design in policies DE1, H3 and H9 of the Local Plan, SPG Design Guidance for New Residential Development and part 12 of the NPPF and National Design Guide.

Residential amenity

Adequate amenity space is required in Policy H3 of the Local Plan and the design Guidance for new residential development identifies space requirements for dwellings. Both dwellings would have in excess of the minimum 50 sq. m of rear external amenity space, which would be suitably enclosed to provide privacy and would not be overlooked in line with the Residential Guidance SPG.

The siting and relationship of windows and external amenity area with adjacent properties would respect the amenity of existing residents. Window to window distances between the proposed dwellings and properties to the rear and fronting Crecy Road and 29 Woodstock Road would exceed 20m, the depth of the rear gardens would also exceed the recommended minimum 10 m depth of garden.

The Residential Guidance SPG also requires that a minimum distance of 12 m be maintained between the front or back of one dwelling and the side of another, in the interests of achieving acceptable standards of daylighting, to minimise overshadowing and maintain privacy. The original plans showed a distance of 11 m between the rear elevation of 35 Woodstock Road (the closest property backing on to the side of the proposed dwellings) and the side flank elevation of unit 01. Amended plans show this distance increased to 13.5 m (measured to the closest property) such that the residential amenity of adjacent property occupiers would be respected.

The proposed layout would ensure that there would be no material harm arising to the residential amenities of neighboring residents through overlooking, overshadowing, loss of outlook and loss of daylight and sunlight. Concerns raised in respect of noise and disturbance during construction are noted and a condition will be imposed to require a Construction Management Plan that includes details of working and delivery hours, and measures to minimise noise disturbance to neighbouring properties during demolition and construction.

The proposal in its amended form would therefore be acceptable as it would respect the residential amenities of existing residents and those of the future occupants of the new dwellings in accordance with the design guidance for new residential development. There would be no conflict with policy DE1 of the Local Plan, part 12 of the NPPF and adopted residential design guidance.

Highways and Access

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 are assessed on the basis of parking standards set out in Coventry Connected SPD. The car parking standards also include requirements for the provision of electric car charging and cycle parking infrastructure.

A Highways Statement has been submitted which details the sustainable location of the site and includes a parking beat survey. The proposal would provide for 4 car parking spaces to serve the two dwellings. A small shed (details to be conditioned) would be provided in the rear garden to provide for the storage of two bicycles. This would accord with the SPD parking requirements. A dropped kerb would be provided to access the spaces. A condition will be imposed to require the existing access to be closed up.

The existing lamppost at the front of the site will block access to the frontage parking. No lighting design or calculation has been provided to show the relocation of the lighting column. A lighting and design calculation is therefore likely to be required together with details of the relocated column. Comments from Street Lighting are awaited, and an update will be given as part of the late representations.

The Highways Authority raised no objection to the original proposal subject to conditions requiring a Construction Method Statement, the laying out and provision of parking prior to occupation and cycle storage. Amended plans have been submitted showing the tandem spaces to serve unit 2 instead of unit 1 which has allowed for a greater distance between the flank elevation of unit 2 and the rear of 35 Woodstock Road. Any further comments on the amended plans will be reported as part of the late representations. It is expected that the same conditions will be required in addition to a condition to require the existing accesses to be closed up.

West Midlands Fire Service has made general comments on the access requirements. No objection has been raised.

The proposal would accord with Policies AC1, AC2, AC3, AC4, DE1 and H3 of the Coventry Local Plan 2016, Coventry Connected SPD, and the aims and objectives of the National Planning Policy Framework such that the access, layout and parking provision would not be detrimental to highway safety and sufficient onsite vehicle and cycle parking can be provided.

Ecology and Biodiversity

A biodiversity impact assessment (BIA) has been submitted. The proposal would not impact on any statutory or non-statutory wildlife site. There are no notable wildlife records from the site. The site is hard standing with low biodiversity value. The development would provide an overall increase in biodiversity due to the garden areas and soft landscaping proposed. No objection has been raised by the Councils Ecologist. Details of the soft landscaping including frontage hedge can be appropriately conditioned in accordance with the submitted BIA.

The application includes a Tree Inspection/Survey Results which concludes that there are no trees within the application footprint. There is therefore no need for a constraints plan.

There would be no conflict with policies GE3 and GE4 of the Local Plan or paragraph 131 of the NPPF.

Air Quality and Ground conditions

Air Quality

With the city being declared an Air Quality Management Area since 2009 for nitrogen dioxide, primarily as a result of traffic related emissions, and the more recent Ministerial Direction that requires the city council to implement a package of measures to reduce nitrogen dioxide emissions to legal levels within the 'shortest possible time', Policy AC1 of the Local Plan and Coventry Connected

SPD requires the infrastructure for electric vehicles to be installed through planning condition; in this case one space per dwelling. The policies reflect paragraph 181 of the NPPF.

This will be secured through a condition requiring electric vehicle charging points to be provided, such that the proposal would accord with Policies AC1 and EM7 of the Local Plan, Coventry Connected SPD, Air Quality SPD and the objectives of the NPPF.

Ground Conditions

Policy EM6 seeks to ensure that redevelopment of previously developed land does not have a negative impact on water quality.

It has also been recommended that a detailed UXO desk study be undertaken to inform the level of risk of encountering unexploded ordnance.

Other matters

Drainage

The application form indicates that foul water drainage is proposed to the mains sewer with details to be confirmed. Full details of surface water drainage have not been provided but it is noted in the sustainability report that there is an intention to utilise rainwater harvesting. In line with the comments from the Lead Local Flood Authority it would be expected that a drainage strategy first follows the principles of sustainable drainage systems in accordance with policies EM1 and EM4. A drainage strategy can be appropriately conditioned.

Archaeology

The applicant has provided an archaeological desk-based assessment of the site. This assessment has set out in detail the archaeological and historical background of the site, summarising the potential succinctly, concluding that the potential is generally low for the site. The conclusions of the assessment as having a low potential is considered on balance to be accurate and therefore further archaeological works are not appropriate. Archaeology has no objection and no further requirements. There would be no conflict with policy HE2 of the Local Plan.

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 proposed development is acceptable in principle. Off street parking provision would be provided, the design would be appropriate to the surroundings, there would be no significant harmful impacts on residential amenity, highway safety, ecology and biodiversity for the reasons set out above. The reason for this recommendation for approval subject to the conditions set out below, is that the proposal is in accordance with Development Plan policies, adopted supplementary planning documents and guidance, together with the aims of the NPPF.

CONDITIONS:/REASON

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

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

2. The development hereby permitted shall be carried out in accordance with the following approved plans: 475 G Proposed Site Layout :476 C Site Location Plan : 477 C Existing Site Plan: 478 A External Works; Front Elevation 2000 B; Housetypes 1200 B; Existing elevation 1105; Shed 1.2 Plan & Elevations 1105; Topographical Survey 36459CVLS-02; Highway Statement CGSW475-BSP-ZZ-XX-RP-D-0001-P01; Phase I Desk Study Report - CCGS_BSP_Z1_XX_RP_C_P01Dec 2021; Design and Access Statement; Archaeological Desk-Based Assessment: Number: 174/2021; Biodiversity Impact Assessment dated 3/12/2021; Tree Constraints Covering Report Reference: 05/11/21/RP/Citizen; Sustainability report; Cadent Plan - gas; Electric Plan; Cadent letter;Waste Water Plan Severn Trent; Clean Water Plan Severn Trent; and BT plan.

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

3. No development (including any demolition) shall take place unless and until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority. The CMP shall include details of: - hours of work;- hours of deliveries to the site; - the

parking of vehicles of site operatives and visitors during the demolition/construction phase; - the delivery access point; - 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 demolition and construction (referring to good practice guidance such as BS5228 and the Mayor of London Guidance 'Controlling Dust and Emissions During Construction and Demolition'); - measures to minimise noise disturbance to neighbouring properties during demolition and construction; - 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. Prior to the commencement of the development hereby permitted 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 its findings shall be submitted to and approved in writing by the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced in accordance with DEFRA and the Environment Agency's Guidance Land Contamination: Risk Management, LC:RM and 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. Prior to occupation of the development hereby permitted and following completion of the measures identified within the remediation scheme approved under condition No. 5, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and submitted to the Local Planning Authority for approval in writing.

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

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 [no.4], and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition [no. 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 [no. 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. The development hereby permitted shall not commence unless and until a Desk Study for Potential Unexploded Ordnance Contamination and a risk mitigation strategy has been submitted to and approved in writing by the Local Planning Authority. The development shall only proceed in strict accordance with the approved details.

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

9. I. Prior to the commencement of the development hereby permitted, a scheme shall be submitted to, and approved in writing by the Local

Planning Authority (LPA) for the provision of a Sustainable urban Drainage System (SuDS) in accordance with the latest available design guidance, (appropriate to the scale of development). The submission shall include all relevant details and calculations to enable a full evaluation to be undertaken, and clear and accountable consideration shall be given to the following features:-

- Water quality control medium(s) such as permeable paving, filter drains, rain gardens, ponds or swales aimed at improving the quality of water passing through the system either above or below ground.

- The use of water harvesting and grey water reuse at individual plot level within the development. This consideration should include both the deployment of water butts, and dedicated tank-based storage where appropriate and any reasons for NOT using should be clearly stated.

II. Where new or redevelopment site levels result in the severance, diversion or the reception of natural land 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.

III. Provisions must be made for the drainage of the site to ensure there is no discharge of surface water to the Public Highway.

The drainage shall be installed in full accordance with the approved drainage scheme prior to the first occupation of the development and thereafter shall be maintained and shall not be altered in any way.

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'*

10. Notwithstanding the submitted details (this permission does not purport to agree to the colour finish of the materials shown on the approved plans) prior to their incorporation into the development hereby permitted, sample details of all facing and roofing materials shall be submitted to and approved in writing by the Local Planning Authority. These details shall be installed only in full accordance with the approved details prior to the first occupation of the development and thereafter shall be retained and shall not be removed or altered in any way.

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

11. Prior to the 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 treatments, including full details of the proposed boundary walls, railings, fences 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 the dwellings hereby permitted. Details of soft landscaping shall include species and number of plants for the proposed hedge; and lawns areas shall be created in accordance with the recommendations of Part 4 of the approved BIA. 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 area in accordance with Policies GE1 and DE1 of the Coventry Local Plan 2016.*

12. Prior to the first occupation of the development hereby permitted, a landscape management plan, including long term design objectives, long term management responsibilities and maintenance schedules for all landscape areas (other than domestic gardens within the curtilage of a single dwellinghouse) including the gated pedestrian access shall be submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be implemented as soon as the approved landscaping is carried out and shall not be withdrawn or altered in any way.

Reason: *To ensure a satisfactory standard of appearance over the lifetime of the development in the interests of the visual amenities of the area in accordance with Policy DE1 of the Coventry Local Plan 2016.*

13. No works to the footway shall be carried out until full engineering details have been submitted to and approved in writing by the Local Planning Authority. Before the development hereby permitted is first occupied the redundant existing vehicular access onto Troyes Close shall have been permanently closed and the footway reinstated and any associated footway works completed in full accordance with the details shown on the approved drawings and the approved engineering details.

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.*

14. 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 extensions or additions shall be erected or constructed in the roof or windows or other form of opening provided in the rear roof slopes to the dwellinghouses hereby permitted without the prior grant of planning permission by the Local Planning Authority.

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

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

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

16. No structures including vegetation shall be placed within the 2m x 2m pedestrian visibility splays and they shall be retained thereafter and kept free from all obstructions exceeding 600mm.

Reason: *In the interests of highway and pedestrian safety and to ensure the safe and free flow of traffic using the adjoining highway.*

17. The dwellings hereby permitted shall not be occupied unless and until the car parking provision for that dwelling has been constructed and / or laid out, and made available for use by the occupants and / or visitors to the dwelling and thereafter those spaces shall be retained for parking purposes at all times 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.*

18. Prior to occupation of the dwellings hereby permitted, details of cycle parking facilities to provide at least two cycle parking space per dwelling shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking provision shall be provided in full accordance with the approved details prior to first occupation of the dwellings and

thereafter those facilities shall remain available for use at all times and shall not be removed or altered in any way.

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

19. Any gas boilers installed on site shall have a dry NOx emission rate of no more than 40mg/kWh. One electric vehicle recharging point per dwelling shall be provided prior to occupation in accordance with details to be submitted to and approved in writing by the Local Planning Authority, and which shall include the siting and design of the recharging points. Recharging points shall be installed in accordance with the approved details and shall not be removed or altered in any way and shall be kept available for such use by residents at all times.

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

20. The dwellings hereby permitted shall not be occupied unless and until provision has been made for the siting of bins within the side/rear gardens as shown on the approved plans. All bins must be stored within the rear/side gardens and not positioned on the public highway or in the open, unless on bin collection days.

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

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

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