

Planning Committee Report	
Planning Ref:	PL/2022/0000125/FUL
Site:	59 Ullswater Road
Ward:	Binley
Proposal:	Demolition of bungalow and erection of 3 dwellings, garages and associated parking.
Case Officer:	Owain Williams

SUMMARY

That planning permission is granted subject to conditions and informatives.

BACKGROUND

This application is being reported to Planning Committee in accordance with the Scheme of Delegation as the application has received more than five letters of objection. The purpose of this report is to consider the above application.

KEY FACTS

Reason for report to committee:	Over 5 letters of objection have been received from neighbouring residents
Current use of site:	Residential
Proposed use of site:	Residential
Proposed no of units	3
Housing mix	3no. 5-bedroom dwellings
Parking provision	3 spaces per unit
Open space provision	Rear Gardens

RECOMMENDATION

Planning Committee are recommended to grant permission of application subject to conditions and informatives.

REASON FOR DECISION

The proposal is acceptable in principle.

The proposal will not adversely impact upon the character and appearance of the area.

The proposal will not adversely impact upon the amenity of neighbours.

The proposal will not adversely impact upon highway safety

The proposal makes provision for necessary Biodiversity Offsetting.

The proposal accords with Policies: DS3, H3, H4, H5, DE1, AC2, AC3, EM2 and GE3 of the Coventry Local Plan 2016, Appendix 5 Car and Cycle Parking Standards of the Coventry Local Plan 2016, together with the aims of the NPPF.

SITE DESCRIPTION

The application site is located on the southern side of Ullswater Road. The application site currently has a detached brick-built bungalow set in considerable grounds. The property backs onto Loweswater Road. The area is residential in character in which there is a mix of various sized terraced, semi-detached, and detached houses of various designs and finishes.

APPLICATION PROPOSAL

The development proposes to demolish the existing bungalow and replace it with 3no 2 ½ storey dwellings with a garage block to the rear of the site. Each dwelling will have 5 bedrooms with 2 off street parking spaces to the front and 3 double garages, in the form of one block to the rear.

During the process of the application there have been amended plans received which have altered the design and appearance of the dwellings by altering the roof shape (moving the gable end from the side of the units to the front) which as a result removes the large dormer windows to the rear that were proposed. Other alterations made in terms of layout have been to remove the forecourt style parking arrangement in favour of more traditional off-street driveways.

The proposed dwellings which front Ullswater Road are evenly spaced across the site with 1.5 metres separating each dwelling new and existing. The proposed properties are set at different levels so that they are stepped, rising up in level towards 47 Ullswater Road. The dwellings stand 9.4 metres in height to the ridge with the eaves of the properties being 5.8 metres. The dwellings have a front projecting gable with canopy over the front door and a flat roof single storey projection to the rear.

The garage block to the rear of the properties will face out towards Loweswater Road rear access and it is expected this is where access will be gained. The garage block will have a hipped roof and is located central to the plot so set between 6-8 metres away from the neighbouring boundary either side.

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
S/1956/1265	Extension to garden of house	Granted 26/07/1956
S/1964/1459	Erection of a detached bungalow	Granted 26/03/1964
FUL/2021/3117	Demolition of existing bungalow and erection of 3 dwellings with garages	Refused 9/12/2021 – An appeal was dismissed 29 th September 2022

POLICY

National Policy Guidance

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

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

Local Policy Guidance

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

Policy DE1 Ensuring High Quality of Design

Policy DS3 Sustainable Development Policy

Policy GE3 Biodiversity, Geological, Landscape and Archaeological Conservation

Policy H3 Provision of New Housing

Policy H4 Securing a Mix of Housing

Policy H5 Managing Existing Housing Stock

Policy EM2 Building Standards

Policy AC2 Road Network

Policy AC3 Demand Management

Supplementary Planning Guidance/ Documents (SPG/ SPD):

SPD New Residential Development Design Guide

SPD Biodiversity Net Gain

SPD Coventry Connected

CONSULTATION

Statutory

No objections subject to conditions have been received from:
Highways

Non-statutory

No objections subject to conditions have been received from:

- Ecology
- Environmental Protection
- Urban Design

Neighbour consultation

Immediate neighbours and local councillors have been notified; a site notice was posted on 9th January 2023

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

The new dwellings will create overlooking and invade privacy.

Positioning of properties will cause a loss of light from properties.

The loss of the landscaping to the rear has opened views towards properties creating further overlooking.

The landscaping that has been removed has affected habitats and wildlife

There is no right of way along the rear access to this land for vehicles.

The height and size of the dwellings would be out of character with the street scene.

The number of dwellings on site is too many.

There are issues of parking and obstructions of the footpaths along these narrow roads.

The intensification of the rear access would increase noise and pollution levels to the detriment of neighbours.

The garage block is out of character in terms of appearance and use for the residential area.

Following notification of amended plans on 17th February there have been 2 letters of objection received, however the comments made reiterated the previous concerns that have been set out above.

Any further comments received will be reported within late representations.

APPRAISAL

The main issues in determining this application are principle of development, the impact upon the character of the area, the impact upon neighbouring amenity, highway considerations, flood risk, air quality and ecology.

Principle of development

The National Planning Policy Framework, paragraph 11, states that “Plans and decisions should apply a presumption in favour of sustainable development. For Decision Making, this means: -

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”

Footnote 8 to paragraph 11 confirms that this includes situations where the local authority cannot demonstrate a five-year supply of deliverable housing sites.

The Coventry Local Plan was formally adopted on 6th December 2017. Since it was adopted, the Government introduced the Standard Method, a standardised way of calculating minimum housing need. As the Local Plan is now more than five years old the Standard Method is now the determining factor when considering local housing need. When using the Standard Method, the Council is not able to demonstrate a five-year

housing land supply. As such, the tilted balance is engaged and therefore planning permission should be granted, unless “any adverse impacts of doing so would significantly and demonstrably outweigh the benefits” when assessed against the policies of the NPPF taken as a whole.

Policy H3 ‘Provision of New Housing’ states 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. A suitable residential environment will be within a sustainable location and 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 issue.

Assessing this application against this set of criteria, it is accepted that residential units would be compatible with existing nearby uses and has convenient access to local facilities, i.e. Quorn way and Brandon Road centres. It is considered that the proposed residential use is compatible with surrounding residential uses to ensure that future occupiers’ amenity is protected. The development will provide a high-quality residential environment that is safe from any environmental pollution issues.

Policy H4 of the Local Plan requires proposals for residential development to include a mix of market housing which contributes towards a balance of house types and sizes across the city. The addition of these 5 bed dwellings within this area which already has a good mix of dwellings would add towards the balance of house types in the area.

Impact on visual amenity

Policy DE1 of the Local Plan seeks to ensure high quality design and development proposals must respect and enhance their surroundings and positively contribute towards the local identity and character of an area.

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

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

The NPPF further states (at paragraph 130) "Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used)."

The proposed site by being developed would be an instant improvement to what currently exists as it will remove the dilapidated bungalow from the site which has become somewhat of an eyesore. The removal of the bungalow is welcomed by many of the neighbouring residents, however as highlighted there are concerns made by them with what is replacing it.

The character of the area in terms of the type and style of dwellings is varied with gable sided dwellings, gable fronted dwellings and hipped roof dwellings visible within the street scene of Ullswater and Brookvale Avenue. The properties are a mix of 1 ½ storey to 2 storey dwellings with the odd bungalow (including the existing building on this site) dotted in between.

It is a positive that this proposal reflects this context with an appropriate scale which is evident with the three units being delivered with a two-storey massing to address the street scene. The proposed changes made during the process of the application to the roof shape of the dwellings and altering the levels of the properties has allowed the properties to respond to the transitional steps between the ridge and eaves height of the immediately adjacent dwellings, and the gable frontage roof shape has provided more spacing visually between the properties allowing for that easier transition within the street scene. The style and design of the dwellings whilst clearly larger than the run of terrace properties along Ullswater Road have taken architectural detailing from those which allows some cohesion with the immediate neighbouring properties.

Moreover, there has been a beneficial consideration regarding the provision of materiality with a red facing brick utilising Ibstock Ivanhoe Katrina Red Multi Brick and use of Russel Lothian Slate Grey roof tiling which forms a positive reflection of the predominant palette experienced within the remainder of the street scene.

The proposed parking arrangement to the front of the properties has been improved through the amendments to the scheme with a more traditional off street driveway scenario proposed for each dwelling. This would provide a greater sense of continuity within the street scene.

There is positive use of amenity space and landscaping with large private rear amenity spaces afforded to each unit which use a 1.8-metre-tall close boarder treatment which is supported by the Residential Design Guide.

Whilst there is no built form in the rear gardens of the properties fronting Ullswater Road and Brookvale Avenue the proposed garage block is facing out into a rear access on

Loweswater Road where the majority of dwellings with use of the access have garages or outbuildings to the rear. Therefore, the proposed garage block wouldn't, in terms of development pattern, be out of character. The appearance of the garage block is more substantial than those other garages in terms of its massing and higher ridge line, however it is only still single storey in height and if it were 0.6 metres lower would be an outbuilding that would be within the heights allowed by permitted development rights.

Taking into account the above it is considered that the proposed dwellings would be an acceptable addition within the street scene which would positively contribute to the character of the area in compliance with Policy DE1 of the Local Plan 2016.

Impact on residential amenity

Policy H5 requires new development to be designed and positioned so it does not adversely affect the amenities of the occupiers of neighbouring properties.

The proposed dwellings would obviously result in more of an impact upon the neighbouring amenities than that of the bungalow due to the increase in scale and massing, however consideration needs to be given to the new residential design guide in terms to assess whether the impact would be significant to have a detrimental impact upon the amenities of the neighbours.

With regards to immediate neighbour 47 Ullswater Road, the closest new proposed property, at two storey level, will not project out beyond the rear of this neighbour, but the single storey flat roofed element, will, by approximately 3 metres. The closest habitable room window of the neighbour is close to the boundary, however, taking into consideration distance between the properties, the topography of the land and when adopting the 45-degree code from the closest neighbouring habitable room window, the new dwelling would be acceptable in terms of the impact.

The other neighbouring property 29 Brookvale Avenue will see the closest new dwelling to its boundary project out 3 metres beyond the rear at two storey level and then a further 3 metres at single storey level. However, whilst the 45-degree code is breached by the single storey element of the new dwelling, the habitable room windows of the neighbouring property are located well away from the boundary with the garage providing a break between the two, therefore reducing the overbearing nature. The new dwelling is also set away from the boundary by 1.5 metres and will be set lower in level than the other dwellings to achieve the step in the street scene, therefore combined with the gable ended roof shape would reduce the massing along the boundary. The orientation of the dwellings would also reduce the impact with the rear amenity space, being south facing, which would allow much of the sunlight through the course of the day to be unaffected.

With regards to the objections received about overlooking that will occur from the new development, the distance of 20 metres is given as a guideline within the new residential design guide as an acceptable between facing habitable room windows. The distance between the rear of the new dwellings and the properties on Loweswater Road is approximately 54 metres, therefore is over double the suggested sufficient distance and therefore deemed acceptable. The distance between the houses and rear gardens would be approximately 44 metres so therefore again acceptable. The relationship of the dwellings to the immediate neighbours either side would have the traditional relationship

that adjoining neighbours have and the introduction of the properties would not be deemed unacceptable in terms of the views or aspects of overlooking that would occur.

There are side facing windows to the new properties that would serve a bathroom, ensuite and staircase that will look across and down towards the neighbouring gardens, however the plans indicate that the glazing will be obscure to restrict any overlooking views. As this is the case the side facing windows would not have an adverse impact in terms of overlooking and any approval would condition that these windows always remain obscure glazed.

Taking into consideration the size of the dwellings and the layout proposed officers are minded to remove permitted development rights of the dwelling houses in relation to extensions to ensure that the impact upon the neighbouring amenities are maintained and can be managed by the local planning authority. This would ensure that the amenities of the neighbours can be protected.

The proposed garage block to the rear of the properties is set well away from the neighbouring boundaries on either side, between 6-8 metres, and therefore would not impact upon the amenities of the gardens with regards to an overbearing level. This is the same situation with regards to the impact upon the gardens on Loweswater Road with the garages set off the access which separates the gardens of the neighbours from the garage block.

The proposal has been accompanied by a construction management plan which looks to minimise disruption to the local area during the construction of the development. The site access during construction will be from Ullswater Road with no access gained from Loweswater Road. There will be methods to reduce dust migration and working hours are indicated. The plan has been reviewed by consultees from Highways and Environmental Protection and is found to be acceptable.

Taking into account the above it is considered that the proposed dwellings would have minimal impact upon the neighbouring amenities and comply with Policy DE1 of the Local Plan 2016.

Highway considerations

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 based on 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.

Highway officers have no objections to the proposals subject to conditions in relation to a construction management plan, visibility splays and the closing of the existing vehicular crossing.

The development provides sufficient parking to comply with the parking standards, with two parking spaces each to the front of the dwellings and a further two parking spaces per dwelling to the rear in the detached garage block.

The proposed garage block to the rear will be conditioned to be always retained for the purpose of parking a car and if any occupier were looking to convert the garage for any other use permission would need to be obtained via the local planning authority.

Ecology

Policy GE3 states that Sites of Specific Scientific Interest (SSSIs), Local Nature Reserves (LNRs), Ancient Woodlands, Local Wildlife and Geological Sites will be protected and enhanced.

As part of the application a bat scoping survey a preliminary ecological appraisal (PEA) and biodiversity impact assessment (BIA) have been submitted. The BIA submitted suggests a habitat loss of 16.87%, as opposed to the requested 10% net gain. The BIA states a hedgerow gain of 156% however the proposals fail to show how this is possible. The Warwickshire Biodiversity Impact Assessment would suggest that this number of habitat units lost would be offset by £10,129. The Council's ecologist however has pointed towards the PEA which highlights various ecological enhancements that could be undertaken on site. It is their preference that at least 3 different types of enhancements are made to rectify this biodiversity loss, as opposed to financial offsetting. This could include hedgerow replacement, the installation of bird boxes, or bat boxes, the addition of hedgehog or reptile shelters or the planting of butterfly borders. These changes should be shown in an ecological management plan and would readdress the loss.

Considering the Council's ecologist's preference, a condition is proposed that will request that an ecological management plan for the site is submitted to and agreed in writing by the local planning authority before any development commences. The condition will ensure that any enhancements implemented as part of the ecological management plan for the site will be retained thereafter and if damaged or removed shall be replaced for a fixed time period.

With this condition in place the proposed development in terms of biodiversity impact would be seen as acceptable complying with Policy GE3 of the Local Plan.

A condition has also been added to the recommendation to remove the Permitted Development Rights of the owners to hard surface areas within the curtilage of the dwellings. This will allow the Council to manage the site to avoid any areas contributing to the biodiversity of the site being displaced by hard surfacing.

Other Considerations

A large amount of the objections to the application are in relation to the use of the rear access gained from Loweswater Road. Neighbouring residents have indicated that the applicant does not have a right of way to use the access and if access is granted it is only to ensure the fencing and landscaping can be maintained to the rear of the site. The applicant has insisted that they do have the right of access to the land, and this right of way is being exercised as part of the proposals.

Whether the applicant has right of way or not to use the access is not a planning consideration and is a private civil matter between the applicants and neighbouring residents. The only matters for consideration regarding the garage block and access is whether it would be acceptable in appearance terms and whether the access is safe in terms of egress out onto the highway. The impact of the garage in terms of the character and appearance and impact upon the neighbouring amenities has been discussed within this report and found to be acceptable. The highway officer has no objection to the proposals and use of the access for the rear garage block and therefore there is no reason to refuse the application based on these matters. If for any reason, legal or otherwise, the applicant could not obtain access to the rear garage block, the proposed development by providing two parking spaces per plot at the front of the site would still comply with the parking standards as per appendix 5 of the Local Plan 2016.

Reference needs to be made to the appeal decision that was dismissed in December 2021. The previous layout proposed, had one of the three two storey dwellings positioned to the rear of the site, roughly where the garage block is now proposed, which was deemed to be introducing an incongruous feature, disrupting the rhythm of development out of keeping with the established character of the street scene, to the detriment of the visual amenities and general character of the locality. The inspector agreed with this view and dismissed the appeal. The proposals now seek to relocate all three dwellings to the front of the site facing Ullswater Road which would reflect the established character of the area and address the concerns raised by the inspector. The subsidiary single storey garage block to the rear would front onto the access way in which other garages are located so would not be seen as an incongruous feature or against the grain of the pattern of development which has already been explained within the report.

Policy EM2, Building Standards, state that any new development should be designed and constructed to meet the relevant Building Regulations, as a minimum, with a view to maximise energy efficiency and the use of low carbon energy. The Environmental Protection Officer has requested through conditions that electric vehicle charging points and carbon reducing boilers are installed on the dwelling houses which would further upon the building regulations and help reduce carbon emissions.

Equality Implications

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

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

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

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

Conclusion

The proposed development is considered to be acceptable in principle and will not result in any significant impact upon the character and appearance of the area, neighbour amenity or highway safety and there are enhancements that can be made to improve biodiversity, subject to relevant conditions. The reason for Coventry City Council granting planning permission is because the development is in accordance with: Policies DE1, DS3, GE3, H3, H5, AC2 and AC3 of the Coventry Local Plan 2016, together with the aims of the NPPF.

CONDITIONS / REASONS

1.	The development hereby permitted shall begin not later than 3 years from the date of this decision.
Reason	<i>To conform with Section 91 of the Town and Country Planning Act 1990 (as amended)</i>
2.	<p>The development hereby permitted shall be carried out in accordance with the following approved plans:</p> <p>Drawing No. 1669-P-01_B - Proposed site plan, floor plans and elevations</p> <p>Drawing No. 1669-P-02 - Garage Block</p> <p>Drawing No. 1669-BP-01_A - Block Plan</p> <p>Construction Management Plan - 59 Ullswater Road</p> <p>Material Specification</p>
Reason	<i>For the avoidance of doubt and in the interests of proper planning</i>
3.	<p>No development (including any demolition or preparatory works) shall commence unless and until a Biodiversity Method Statement for badgers, reptiles and hedgehogs, including Reasonable Avoidance Measures, has been submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in strict accordance with the approved Biodiversity Method Statement.</p>
Reason	<i>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.</i>

4.	Prior to the first occupation of the development hereby permitted, a combined ecological and landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include all aspects of landscaping including details of any compensation for biodiversity loss that equate to the equivalent of 0.0336 units, including hedgerow replacement, the installation of bird boxes, or bat boxes, the addition of hedgehog or reptile shelters or the planting of butterfly borders. The approved scheme shall be fully implemented 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	<i>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.</i>
5.	No removal of trees, hedges/shrubs or demolition of buildings/structures shall take place between 1st March and 31st August (inclusive) unless a survey to assess the nesting bird activity on the site during this period has been undertaken by a qualified surveyor, and a scheme to protect any nesting birds identified on the site has first been submitted to and approved in writing by the Local Planning Authority. No trees, hedges/shrubs or demolition of buildings/structures between 1st March and 31st August (inclusive) other than in strict accordance with the approved bird nesting protection scheme.
Reason	<i>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.</i>
6.	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	<i>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.</i>
7.	<p>Prior to the occupation of the development hereby permitted the following drainage details shall be submitted to and approved in writing by the Local Planning Authority:</p> <p>I. Provisions for the drainage of the site to ensure there are no temporary increases in flood risk, on or off site, during the construction phase,</p>

	<p>particularly with respect to the planned demolition/construction works and the deposition of silts and cementitious materials</p> <p>II. A Demolition Management Plan to identify the risks to underground drainage and other buried services. This should provide a management strategy to reduce damage and prevent blockage</p> <p>III. Foul drainage plans</p> <p>IV. Provisions for the drainage of the site to ensure there is no discharge of surface water to the Public Highway</p> <p>The drainage details shall be installed in full accordance with the approved documentation prior to occupation of the development and thereafter shall be maintained and shall not be removed or altered in any way</p>
Reason	<i>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.</i>
8.	Any gas boilers installed on site shall have a dry NOx emission rate of no more than 40mg/kWh. One electric vehicle recharging point per dwelling shall be provided prior to occupation and shall not be removed or altered in any way and shall be kept available for such use by residents at all times.
Reason	<i>To mitigate the impacts of development on air quality in accordance with Policy DS3 of the Coventry Local Plan 2016 and the aims and objectives of the NPPF.</i>
9.	None of the dwellings hereby permitted shall be occupied unless and until the car parking provision for that dwelling has been constructed or laid out 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	<i>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.</i>
10.	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 all redundant existing vehicular access points onto Ullswater Road 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	<i>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.</i>
11.	Before the development hereby authorised is occupied all redundant existing vehicular crossings shall be permanently closed and the footway reinstated in accordance with full engineering details submitted to and approved in writing by the Local Planning Authority.
Reason	<i>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.</i>
12.	The rear garage block hereby permitted to be erected shall be used only for a purpose incidental to the residential use of the application properties they serve and shall not be used as primary living accommodation or for the purpose of any trade or business.
Reason	<i>To ensure that the outbuilding is not used in a manner prejudicial to or likely to cause nuisance to occupiers of nearby properties in accordance with Policies DE1 and EM1 of the Coventry Local Plan 2016</i>
13.	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 windows or openings, including dormer windows or other roof enlargements / alterations (apart from any shown on the approved plans) shall be formed in the new dwellings hereby permitted, without the prior grant of planning permission by the Local Planning Authority.
Reason	<i>In the interests of the amenities of the occupiers of nearby properties in accordance with Policy DE1 of the Coventry Local Plan 2016.</i>
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 first-floor windows or openings (apart from any shown on the approved plans) shall be formed in the side elevations of the dwellings hereby permitted, without the prior grant of planning permission by the Local Planning Authority.
Reason	<i>In the interests of the amenities of the occupiers of nearby properties in accordance with Policy DE1 of the Coventry Local Plan 2016.</i>

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 development to form hard surfaces shall be carried out within the site without the prior grant of planning permission by the Local Planning Authority.
Reason	<i>In the interests of ensuring no landscaping areas with ecological value are removed for hard surfaced areas in accordance with policy GE3 of the Local Plan 2016 and guidance within the NPPF.</i>
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 extension, enlargement or addition shall be erected or constructed to any dwelling houses hereby permitted without the prior grant of planning permission by the Local Planning Authority.
Reason	<i>Due to the restricted nature of the application site and its relationship with adjoining properties it is considered important to ensure that no additional development is carried out without the permission of the Local Planning Authority in accordance with Policies H3 and DE1 of the Coventry Local Plan 2016.</i>
17.	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, the floor windows to be formed in the side facing elevations of the dwelling houses hereby permitted shall only be glazed or re-glazed with obscure glass and any opening part of any window will be at least 1.7m above the floor of any room in which the window is installed
Reason	<i>In the interests of the amenities of the occupiers of nearby properties in accordance with Policy DE1 of the Coventry Local Plan 2016.</i>
18.	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. The hard landscaping works shall be completed in strict accordance with the approved details within three months of the first occupation of the 3 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 area in accordance with Policies GE1 and DE1 of the Coventry Local Plan 2016.