

<b>Planning Committee Report</b>	
<b>Planning Ref:</b>	PL/2023/0001225/RESM
<b>Site:</b>	Land at Allard Way, Coventry, CV3 1HW
<b>Ward:</b>	Binley and Willenhall
<b>Proposal:</b>	Reserved matters application for the development of 125 dwellings, including appearance, landscaping, layout and scale.
<b>Case Officer:</b>	Liam D'Onofrio

## SUMMARY

This is a Reserved Matters application relating to Outline planning application OUT/2020/2665, which was granted at Planning Committee on 02<sup>nd</sup> September 2021. Matters for consideration under this application include:

- Appearance;
- Landscaping;
- Layout; and
- Scale.

## BACKGROUND

The outline application was previously considered by Planning Committee on 02/09/21 where it was resolved:

(a) That the grant of planning permission in respect of Application OUT/2020/2665 be delegated to the Strategic Lead for Planning, subject to conditions listed in the report and the completion of a S106 agreement.

(b) That the application for Reserved Matters on this site be brought to this Committee in due course.

The decision notice was subsequently issued on 21/12/2021.

A reserved matters application (RMM/2022/1904) was refused on 14/10/2022 under delegated powers at the agreement of the Committee Chairman due to poor layout, failure to accord with the market and affordable housing mix and insufficient information regarding matters of biodiversity, drainage and archaeology.

The current scheme must overcome the previous refusal reasons.

## KEY FACTS

<b>Reason for report to committee:</b>	Members have requested that the Reserved Matters be brought back to Committee.
<b>Current use of site:</b>	Open green space
<b>Proposed use of site:</b>	Residential development
<b>Proposed no of units</b>	Up to 125 no. dwellings

## RECOMMENDATION

Planning Committee are recommended to grant planning permission, subject to conditions summarised in this report.

## REASON FOR DECISION

- The proposal is established as acceptable in principle under Outline consent.
- The proposal will not adversely impact upon highway safety.
- The proposal will not adversely impact upon the amenity of neighbours.
- The proposal makes provision for necessary developer contributions.
- The proposal accords with Policies: DS1, DS3, DS4(a), H1, H2, H3, H4, H6, H9, HE2, GE1, GE3, GE4, JE7, DE1, AC1, AC2, AC3, AC4, EM1, EM2, EM4, EM5, EM7 and IM1 of the Coventry Local Plan 2016, together with the aims of the NPPF.

## **SITE DESCRIPTION**

The site lies at the corner of Allard Way (A4082) to the north and London Road (B4110) to the west. Alan Higgs sports ground is located to the east of the site. The site comprises rough grassland, scrub and trees and equates to approximately 4.4 ha.

The site is part of a larger Housing Allocation site (Policy H2:9), which also comprises the Whitley Pumping Station site on London Road and No.401 London Road. The application site will remain independent from these sites and accessed from Allard Way.

## **APPLICATION PROPOSAL**

This Reserved Matters application is for 125 dwellinghouses with associated landscaping and infrastructure. The site forms part of a larger housing allocation (H2:9) for 200 new dwellings, with the remainder of the allocation to the south of the site.

This Reserved Matters application follows the approval of an outline application for up to 125 dwellings (all matters reserved except access) which was approved in December 2021 (OUT/2020/2665). This application therefore relates to all remaining matters (appearance, landscaping, layout and scale).

## **PLANNING HISTORY**

There have been a number of historic planning applications on this site; the following are the most recent/relevant:

<b>Application Number</b>	<b>Description of Development</b>	<b>Decision and Date</b>
RMM/2022/1904	Submission of reserved matters in respect of application reference OUT/2020/2665, granted on 21/12/2021 for Outline application (with all matters reserved except access): Erection of up to 125 dwellings, new vehicular access onto Allard Way, public open space, drainage, landscaping, car parking areas and other works	Refused 14/10/2022
OUT/2020/2665 (The application site)	Outline application (with all matters reserved except access): Erection of up to 125 dwellings, new vehicular access onto Allard Way, public open space,	Granted 02/09/21

	drainage, landscaping, car parking areas and other works.	
OUT/2020/2521 Whitley Pumping station, London Road (adjoining site within allocation H2:9)	Hybrid planning application comprising: 1) Outline planning for erection of up to 195no dwellings (Use Class C3), new vehicular access onto London Road with associated access works, parking, landscaping and ancillary works. All matters reserved except access. 2. Full planning for the renovation of the existing Lodge Building to provide one dwellinghouse (Use Class C3); Change of use of the existing Pump House to provide four flats (Use Class C3), associated access works, parking, landscaping and ancillary works.	Granted 12/05/23
OUT/2020/2882 401 London Road (adjoining site within allocation H2:9)	Outline application with all matters reserved except access for erection of up to 24 dwellings with car parking, served off the existing accesses	Granted 02/09/21

## POLICY

### National Policy Guidance

National Planning Policy Framework (NPPF) September 2023. 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 6<sup>th</sup> December 2017. Relevant policy relating to this application is:

Policy DS1: Overall Development Needs

Policy DS3: Sustainable Development Policy

Policy DS4: (Part A) – General Masterplan Principles

Policy H1: Housing Land Requirements

Policy H2: Housing Allocations

Policy H3: Provision of New Housing

Policy H4: Securing a Mix of Housing

Policy H6: Affordable Housing

Policy H9: Residential Density

Policy GE1: Green Infrastructure

Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation  
Policy GE4: Tree Protection  
Policy JE7: Accessibility to Employment Opportunities  
Policy DE1: Ensuring High Quality Design  
Policy HE2: Conservation and Heritage Assets  
Policy AC1: Accessible Transport Network  
Policy AC2: Road Network  
Policy AC3: Demand Management  
Policy AC4: Walking and Cycling  
Policy EM1: Planning for Climate Change Adaptation  
Policy EM2: Building Standards  
Policy EM3: Renewable Energy Generation  
Policy EM4: Flood Risk Management  
Policy EM5: Sustainable Drainage Systems (SuDS)  
Policy EM7: Air Quality  
Policy IM1: Developer Contributions for Infrastructure

**Supplementary Planning Guidance/ Documents (SPG/ SPD):**

SPG Design Guidelines for New Residential Development  
SPD Delivering a More Sustainable City  
SPD Coventry Connected  
SPD Householder Design Guide  
SPD Air Quality  
SPD Open Space

**CONSULTATION**

**Statutory**

No Objections received from:

- EP
- Highways
- Ecology
- West Midlands Fire Service
- West Midlands Police

No Objections, subject to conditions received from:

- LLFA

At the time of writing the report comments have not been received from:

- Severn Trent Water

**Neighbour consultation**

Immediate neighbours and local councillors have been notified; a site notice was posted on 10/07/23. A press notice was displayed in the Coventry Telegraph on 06/07/23.

Two letters have been received providing the following considerations. These cannot be given due consideration as they relate to matters already considered at Outline stage:

- a) Increased traffic congestion.
- b) Objection to loss of existing green space/habitat.

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

### **Principle of development**

The application site was previously designated Green Belt land; however, it was removed from the Green Belt following independent examination by an Inspector at Local Plan Examination in Public and allocated for housing under Policy H2:9 of the Coventry Local Plan.

There are two other outline planning applications which relate to the allocation - Whitley Pumping Station, London Road (OUT/2020/2521) and 401 London Road (OUT/2020/2882). Together all three applications make up the entire allocation H2:9 of the Coventry Local Plan 2016.

The northern section of the allocation to which this application relates was granted outline planning permission under OUT/2020/2665 for the erection of up to 125no dwellings, a new vehicular access onto Allard Way with associated access works, parking, landscaping and ancillary works. All matters were reserved except for access.

The principle for the development is therefore established through the allocation and outline permission and this application will assess those reserved matters of detail.

### **Policy Aspects**

#### Housing Mix

Policy H4: Securing a Mix of Housing states that the Council will require proposals for residential development to include a mix of market housing which contributes towards a balance of house types and sizes across the city in accordance with the latest Strategic Housing Market Assessment (SHMA).

The SHMA 2015 Housing Mix seeks the following mix for market housing:

1 bed	2 bed	3 bed	4 bed
5-10%	25-30%	40-45%	20-25%

The proposed scheme provides the following market housing mix:

1 bed	2 bed	3 bed	4 bed
4.3%	24.7%	44.1%	26.8%

The proposed mix is therefore in broad accordance with the mix set out in the SHMA and overcomes the previous reason for refusal.

### Affordable Housing

The scheme proposes 32 affordable dwellings, which equates to 25.60%, exceeding the requirement figure in accordance with Policy H6 - Affordable Housing.

In terms of the affordable housing mix the SHMA seeks to provide the following:

1 Bed	2 Bed	3 Bed	4 Bed
20-25%	30-35%	25-30%	15-20%

The scheme provides the following:

1 Bed	2 Bed	3 Bed	4 Bed
25%	31.3%	28.1%	15.6%

The proposed mix is therefore in accordance with the mix set out in the SHMA and overcomes the previous refusal **Reason** The scheme provides an appropriate 13 dwellings (10%) as social rent and 19 dwellings (15%) as intermediate, in accordance with Policy H6.

The affordable housing will be distributed throughout the site. The supporting information advises that each affordable home will be 'tenure blind' and will be designed to the same standard as the market housing and will be subject to the same level of landscaping.

### Open Space

The outline scheme required the proposed development to have 0.63ha informal open space and 0.25ha formal open space.

The applicant has provided a POS plan showing 0.88ha of informal open space and 0.29ha of formal open space, in excess of the requirements.

### Residential Density

The NPPF promotes the most efficient and effective use of land and Local Plan Policy H9: 'Residential Density', states that residential development must make the most effective and efficient use of land whilst ensuring compatibility with the quality, character and amenity of the surrounding area. Developments on Greenfield sites should achieve a minimum of 30 dwellings per hectare.

The scheme provides an appropriate layout achieving 40.3 dwellings per hectare. The density accords with Policy H6.

### NDSS

The Nationally Described Space Standard sets out the minimum requirements for the Gross Internal (floor) Area (GIA) of new dwellings at a defined level of occupancy. There are variations depending upon the storey height of the dwelling and number of occupants; however, as a rule the space standard requires:

Number of bedrooms	Minimum gross internal floor space (2-storey dwellings)
1 bedroom (one floor i.e. flat)	39sq.m
2 bedroom (one floor i.e. flat)	61-70sq.m (2 bed – 3 person = 61sq.m)

1 bedroom	58sq.m
2 bedroom	2 bed – 3 person = 70sq.m
3 bedroom	3 bed - 4 person = 84sq.m
3 bedroom	3 bed – 5 person = 93sq.m
4 bedroom	4 bed – 5 person = 97sq.m
4 bedroom	4 bed – 6 person = 106sq.m

The proposed development provides the following:

Number of bedrooms	Minimum gross internal floor space
1 bedroom (flat/maisonette)	44sq.m
2 bedroom	73.5sq.m
3 bedroom (four person)	91.7sq.m
3 bedroom (five person)	96.3sq.m
4 bedroom (five person)	117.8 sq.m
4 bedroom (six person)	113.3sq.m to 117.8sq.m

The development therefore meets and exceeds the NDSS requirements.

### **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 application site forms part of a larger housing site under housing allocations within Policy H2:9. The application site will provide cycle and pedestrian linkages to the southern development site known as Land at Whitley Pumping Station. Further cycle linkages into the site are provided to the west off London Road and to the north off Allard Way. The main internal road meanders through the development, partly dictated by

underground services but also land levels; however, the scheme provides a good hierarchy of streets and an appropriate layout that provides for an appropriate density, distance separation and open space.

The outline permission sets a number of layout requirements, which are:

- i) No buildings or other structures shall be placed within 10m measured from the back of the footpath on London Road. The closest property is 14m and this increases to up to 28m providing good separation between London Road and the development, which is also on a lower land level.
- ii) No buildings or other structures to the northeast of the site, shall exceed 2 storey within 28m of the site boundary. The properties to the NE are two-storey.

In terms of design the proposed development provides a varied and well-proportioned mix of house types and designs. Many properties are two-storey with several 2.5 storey houses added to provide variety to the streetscene and roovescape. A three-storey apartment building and 2.5 storey properties sit to the NW corner of the site fronting the London Road/Allard Way roundabout to appropriately address this streetscene and provide additional legibility.

Chimneys provide a positive architectural design feature, and they are provided on a number of properties on key corners and vistas throughout the site. A range of other architectural detailing is also provided, such as gable roof features on principal elevations, mixed gable or hip roof designs and properties located on corner plots also have a dual frontage design solution. A mix of brick or rendered dwellings are proposed and a condition is suggested to agree material details.

The plots are separated by 1.8m high timber fencing and properties with gardens siding onto the road will have a more robust 1.8m high brick wall. Properties bounding the northern edge of the site and one property to the west (plot 77) will have a 2.5m high acoustic fence. A 30cm high timber knee rail runs around the public open space where there is no intervening footway, which will protect the grass from vehicle parking.

The layout and design is considered to accord to Policy DE1 and the aims and objectives of the NPPF.

### **Impact on residential amenity**

The SPD states that: A minimum distance of 20m is generally accepted guideline for there to be no material loss of privacy between the rear of two storey buildings directly facing each other (i.e., a back-to-back relationship). A minimum separation distance of 12m is sought between built form to provide an acceptable level of light/outlook.

In terms of the amenities of existing occupiers there are no adjoining residential dwellings and the closest properties are on the opposite side of London Road with necessary separation distances met to ensure that there is no significant impact upon outlook, privacy or amenity.

In terms of future occupiers there have been a number of minor adjustments to the proposed layout to ensure that necessary separation distances between buildings are met. All properties will provide a high-quality residential environment and private garden spaces that meet size standards. Any shortfalls are minor in nature.



Previous noise concerns have been resolved by re-orientating buildings so that they face London Road/Allard Way to form a barrier to the rear gardens to traffic noise. This change has also enabled the acoustic fencing to be lowered to a more appropriate 2.5m, compared with the 3.5m and 4m sections previously required to provide appropriate noise attenuation. Environmental Protection have confirmed their acceptance to the noise report.

The site layout has been designed incorporating the secure design principles. These include: Visually open and direct vehicle, pedestrian and cycle routes that avoid excessive permeability and minimise the opportunity for crime and disorder, clearly defined private and public spaces, access paths to the sides of dwellings are securely gated on or as near to the front building line as possible, dwellings are positioned to face each other, aids to climbing have been avoided and car parking arrangements have been designed to minimise crime opportunity. West Midlands Police have confirmed that they have no objection to the scheme.

The scheme is therefore considered to provide a high-quality residential environment and is in accordance with Local Plan Policy H3, DE1 and DS3.

### **Heritage character of the area and Heritage Assets**

Local Plan Policy HE2 reflects NPPF policy and states that development proposals involving heritage assets in general and listed buildings in particular, should acknowledge the significance of the existing building and the area by means of their siting, massing, form, scale, materials and detail.

Reserved matters application (RMM/2022/1904) was refused due to insufficient information being submitted to understand the potential archaeological significance within the site and to inform final layouts. Trial trenching has subsequently been undertaken and this has confirmed that the site has low archaeological potential, which is confirmed by the Council's Archaeologist.

### **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.

Policy AC4 of the Local Plan states that development proposals should incorporate appropriate safe and convenient access to walking and cycling routes. Where these links do not exist, new and upgraded routes will be required and these must appropriately link into established networks to ensure that routes are continuous.

The site access off Allard Way was granted under the original Outline Planning Permission. Notwithstanding this the Highway Authority were consulted on the application to ensure that the detail submitted for the internal layout under Reserved Matters are acceptable. The Highways Authority have requested a number of minor revisions to the layout in order to make the application acceptable from a highway safety perspective. The scheme has also had a Road Safety Audit. The Highways Authority have raised no objection to the current scheme, as amended.

In terms of parking, all dwellinghouses will have two off-street car parking spaces and the one-bedroom maisonettes will have one off-street parking space each. The apartment buildings comprise six 1-bedroom units and will have two off-street parking spaces each.

The wider site provides a total of 19 visitor spaces either in designated parking bays or on-street where spaces do not impede traffic flow.

The scheme provides appropriate details of cycle parking and bin storage facilities for all properties. The properties will have a storage shed in the rear garden capable of storing 2 bicycles and the apartment buildings have a communal cycle/bin storage building with a cycle parking space for each unit in accordance with Policy AC4 and Appendix 5.

### **Flood Risk**

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

Following on from comments raised during the determination of the previous application, the applicant has made amendments and provided a comprehensive set of engineering drawings as part of this application.

The LLFA (Drainage) are content with the scheme presented but have suggested conditions to secure minor drainage details for specific plots and also details of earthworks/gradients for the attenuation ponds and surrounds.

### **Sustainability/Air quality**

Policy EM7 states that major development schemes should promote a shift to the use of sustainable low emission transport to minimise the impact of vehicle emissions on air quality. Policy EM2 seeks to secure sustainable building standards within new developments.

The scheme provides each dwellinghouse with an EV charger and for communal parking spaces, such as the apartments, there will be an EV post charger to serve one parking bay for each unit.

The Sustainability Statement states that construction specifications will reach the A+ and A ratings when assessed against Building Research Establishments Green Guide. Eco sanitary ware and flow restrictions devices will be installed to each property, with water consumption below 110L per day. In addition, the energy efficiency measures will be included through the design and construction of every home, reducing CO2 measures by 7.59% over Part L1 requirements. The energy efficiency benchmarks in Part L1 will also be bettered by 11.16%.

The development will therefore accord with Local Plan Policies EM2 and EM7.

### **Ecology/landscaping**

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.

Policy GE4 states that trees make a valuable contribution to the city's green landscape. New developments should seek to retain existing trees and other landscape features, incorporating them into a high-quality design and landscape proposals where possible.

The following Phase II surveys have been carried out: Botanical Survey, Bat Activity Survey, Reptile Survey, Badger Survey, Great Crested Newt (GCN) Survey. All surveys were undertaken in 2022 and in summary, the reports found potential for impacts, so recommended a series of mitigation measures. This includes the provision of a Landscape Ecological Management Plan (LEMP), bat boxes, bird boxes, hibernacula for reptiles and hedgehog highways. The LEMP is submitted as part of this application.

These proposed mitigation measures are also identified within the proposed Ecological Landscape Scheme (ELS). In addition, a Construction and Environmental Management Plan is produced to protect features of biodiversity during the development at the site.

As a result, the proposed application takes all reasonable steps to protect and enhance biodiversity and habitats within the site in accordance with Policy GE3.

The Council's Ecologist has commented that they are content with the landscaping scheme provided for the development.

### **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 neighbour amenity, highway safety, ecology or infrastructure, subject to relevant conditions. The reason for Coventry City Council granting planning permission is because the development is in accordance with: Policies H3, DE1, AC1, AC2, AC3, AC4, DS3, GE3, GE4, EM4, EM5 & EM7 of the Coventry Local Plan 2016, together with the aims of the NPPF.

### CONDITIONS / REASONS

1.	<p>The development hereby permitted shall be carried out in accordance with the following approved plans:</p> <p>Drg No.PL201.1C Ambleford V1, PL201.2C Ambleford V1, PL201C Ambleford V1, PL202 Avonsford, PL202.1A Avonsford V1, PL/204.1C Aynesdale V1, PL/204.2C Aynesdale V1 (chimney), PL/204.3C Aynesdale, PL/204.1 Aynesdale, PL/205B Beaford, PL/205.1A Beaford V1, PL/205.2A Beaford V2, PL/205.3B Beaford V3, PL206.1 Brambleford, PL206C Brambleford, PL207B Carrdale, PL208.1C Colford, PL208.2C Colford, PL208C Colford, PL209.1 Eynsford V1, PL209C Eynsford, PL210.1A Harrton V1, PL210C Harrton, PL211B Hawthstead, PL211.1C Hawthstead V1, PL213B Kitham, PL215.2 Owlton V2, PL215B Owlton, PL216C Plumdale, PL216.1B Plumdale V1, PL219.1 Warkford V1, PL219C Warkford, PL220.1A Witherstead V1, PL220.2A Witherstead V1, PL220D Witherstead, PL221A Tewksdale, PL230.1A Allstead &amp; Bamstead V1, PL230.2A Allstead &amp; Bamstead V2, PL240 Blackthorn apartments, BS-01 Bin/Cycle store, PL009D street elevations.</p> <p>Drg No. LT01, 22669/MT/01D, 22669-PL-10AB, 22669-POS-01E, 22669/SH/01B, 22669/TN/01C, 22669/BPP/10C, 22669-CP-01A, 22669/EN/01E, 22669-EVP-01.</p> <p>BG22.159.13-BRGR-ZZ-ZZ-DR-L-00001 P06, BG22.159.13-BRGR-ZZ-ZZ-DR-L-00002 P06, BG22.159.13-BRGR-ZZ-ZZ-DR-L-00003 P06, BG2.159.13-BRGR-ZZ-ZZ-DR-L-00004 P06, BG22.159.16-BRGR-ZZ-ZZ-DR-L-00002 P06, BG22.159.16-BRGR-ZZ-ZZ-DR-L-00003 P06, BG22.159.16-BRGR-ZZ-ZZ-DR-L-00004 P06, BG22.159.16-BRGR-ZZ-ZZ-DR-L-00005 P06, BG22.159.16-BRGR-ZZ-ZZ-DR-L-00006 P06, BG22.159.16-BRGR-ZZ-ZZ-DR-L-00007 P06, BG22.159.16-BRGR-ZZ-ZZ-DR-L-00008 P06, BG22.159.15-BRGR-ZZ-ZZ-DR-L-00001 P03.</p>
----	--

	Taylor Wimpey Secured By Design Principles Technical Note Rev A 23.05.23, Noise.co.uk Environmental Noise Survey Ref: 22080-1-R5 12/09/23 & supporting e-mail dated 19/09/23, JSP Sustainability Statement May 2022 Brindle & Green CEMP: BG22.159.2 Rev1 June 2023, Brindle & Green LEMP: BG22.159.6 REV1 June 2023.
<b>Reason</b>	<i>For the avoidance of doubt and in the interests of proper planning</i>
<b>2.</b>	None of the dwellings hereby permitted shall be occupied unless and until the car parking provision for that dwelling or communal parking facilities have 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.
<b>Reason</b>	<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>
<b>3.</b>	The apartment building hereby permitted shall not be occupied unless and until the cycle parking and bin storage facilities have been provided in full accordance with details to be submitted to and approved in writing by the Local Planning Authority. Thereafter those facilities shall remain available for use at all times and shall not be removed or altered in any way.
<b>Reason</b>	<i>In the interests of good design and encouraging the use of alternative modes of transport with the aim of creating a more sustainable city in accordance with Policies DE1, DS3, AC3 and AC4 of the Coventry Local 2016.</i>
<b>4.</b>	The development shall proceed in accordance with the mitigation measures outlined within the approved Noise.co.uk Environmental Noise Survey Ref: 22080-1-R5 dated 12/09/23 prior to first occupation and mitigation measures shall remain in place thereafter.
<b>Reason</b>	<i>To safeguard the amenities of the future occupiers of the development in accordance with Policies DS3, DE1 and H3 of the Coventry Local Plan 2016.</i>
<b>5.</b>	Prior to their incorporation into the development hereby permitted, sample details of all facing and roofing materials for buildings and brick details for boundary walls 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.
<b>Reason</b>	<i>To ensure that the proposed development has a satisfactory external appearance in the interests of the visual amenities of the area in</i>

	<i>accordance with Policy DE1 of the Coventry Local Plan 2016.</i>
<b>6.</b>	Prior to the first use of the section of internal road serving Plots 101 to 103 and Plots 121 to 125 and the service road serving Plots 15-18 hereby permitted, details of the vehicle barrier system to protect vehicles from entering the attenuation basin 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.
<b>Reason</b>	<i>For the safety of road users and to ensure that the proposed development has a satisfactory external appearance in the interests of the visual amenities of the area in accordance with Policies DS3, AC2 and DE1 of the Coventry Local Plan 2016.</i>
<b>7.</b>	Any landscaping including the erection of boundary treatment, and the installation of paving and footpaths shown on the approved plans shall be completed in all respects within three months of the first occupation of the relevant dwelling and the tree(s) and shrub(s) shall be planted within the first planting season of that first occupation. Any tree(s) or shrub(s) removed, dying, or becoming; in the opinion of the Local Planning Authority; seriously damaged, defective or diseased within ten years from the substantial completion of the scheme shall be replaced within the next planting season by tree(s) or shrub(s) of similar size and species to those originally required to be planted. 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.
<b>Reason</b>	<i>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.</i>
<b>8.</b>	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 in front of the forwardmost part of any dwellinghouse fronting a highway or footpath without the prior grant of planning permission by the Local Planning Authority.
<b>Reason</b>	<i>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.</i>

9.	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 dwellinghouse fronting a highway or footpath without the prior grant of planning permission by the Local Planning Authority.
<b>Reason</b>	<i>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/or affect the amenities of adjacent properties in accordance with Policies H3 and DE1 of the Coventry Local Plan 2016.</i>
10.	Prior to their incorporation into the development hereby permitted, details of the materials and finish to be used for the pedestrian/cycle links and also bollards to protect links from vehicles shall be submitted to and approved in writing by the Local Planning Authority.
<b>Reason</b>	<i>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.</i>
11.	The dwellinghouses hereby permitted shall not be occupied unless and until 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.
<b>Reason</b>	<i>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.</i>
12.	The development shall proceed in accordance with the approved EV charging point details within Drg No.22669-EVP-01. The approved recharging points shall be made 'EV-ready' so a power connection is available to install an EV charge point as required prior to first occupation of the building(s) to which they serve. Where boilers are used in approved buildings, they shall be low NOx boilers (to have a maximum dry NOx emissions rate of 40mg/kWh).
<b>Reason</b>	<i>To mitigate the impacts of development on air quality during and post construction in accordance with Policies DS3 and EM7 of the Coventry Local Plan 2016.</i>
13.	Prior to their incorporation into the development hereby permitted, scale drawings of the gas governor and sub-station structures shall be submitted

	to and approved in writing by the Local Planning Authority. These structures shall be constructed of brick with tiled ridged roofs and materials details shall also be provided. The structures 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.
<b>Reason</b>	<i>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.</i>
<b>14.</b>	The bin collection points shown on the approved layout shall be installed in accordance with the approved details before any occupation of dwellings to which those points serve and shall therefore be retained and unaltered thereafter.
<b>Reason</b>	<i>To ensure satisfactory waste management of the development and satisfactory appearance in accordance with policy DE1 of the Local plan</i>
<b>15.</b>	<p>Notwithstanding the approved drainage plans, prior to their incorporation into the development hereby permitted the following details shall be submitted to and approved in writing by the local planning authority.</p> <p>(i) Highway drainage relating to the site entrance, which shall be into existing drainage on Allard Way.</p> <p>(ii) The repositioning of the drainage gully outside Plot 12.</p> <p>(iii) Large scale details/sections of a swale/filter drain or similar to be positioned on open space opposite Plots 19-24 to direct surface water off the access road and protect Plot 29 from surface water flooding.</p> <p>The drainage works shall be installed in full accordance with the approved details prior to first occupation and thereafter shall be retained and shall not be removed or altered in any way.</p>
<b>Reason</b>	<i>To ensure that adequate drainage facilities are available for the satisfactory and proper development of the site in accordance with Policy EM4 EM5 of the Coventry Local Plan 2016.</i>
<b>16.</b>	The development hereby permitted shall proceed in accordance with details of earthworks, mounding, retaining structures and level gradients to the attenuation ponds and adjoining areas, which shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall proceed 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.



<b>Reason</b>	<i>To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policy DE1 of the Coventry Local Plan 2016.</i>
<b>17.</b>	<p>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; - measures to control the presence of asbestos; - measures to minimise noise disturbance to neighbouring properties during demolition and 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.</p>
<b>Reason</b>	<i>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.</i>