

**COMMITTEE REPORT**

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**Planning Committee**

**18/10/2012**

APPLICATION No. - OUT/2012/1242

Description of Development - Demolition of existing social club and redevelopment for up to 14 dwellings (outline application - discharging means of access)

Site Address - 97 Chorley Way

Applicant - Jaguar Cars Sports & Social Club

Ward - Radford

**RECOMMENDATION:**

To grant outline planning permission subject to conditions and the completion of a Section 106 Agreement (or if unachievable the inclusion of a suitable condition) not later than 22<sup>nd</sup> October 2012 to provide a contribution of £7,000 towards off site children's play provision. Failure to complete the agreement by this date may result in the application being refused.

**INTRODUCTION:**

Outline planning permission is sought for the demolition of an existing social club and redevelopment for up to 14 dwellings. The application seeks to discharge access with all other matters (layout, scale, appearance and landscaping) reserved for subsequent assessment.

**The site**

The application site is that of the Jaguar Sports & Social Club on Chorley Way in the Radford area of Coventry, approximately 1.5 kilometres to the north of Coventry City Centre. The site is approximately 0.7 hectares in area and the access aside, the site is largely square in shape. The topography of the site is fairly level and surrounding land is similar.

Located in a predominantly residential area, the application site is surrounded by residential properties on all sides. To the north are terraced properties on Capmartin Road and the west similar properties on Middlemarch Road, both of which have rear access tracks leading to rear garages. To the south and east

of the site are more modern detached and semi-detached dwellings on Kingsford Road and Chorley Way, constructed as part of the 'Daimler Green estate' following the demolition of a previous Jaguar production factory.

Whilst the majority of dwellings adjacent to the site are two storeys in height, the houses immediately to the east of the site are bungalows. The more modern dwellings near to the site are largely characterised by facing brickwork and tiled gable ended roofs, whilst the older (circa 1930s) dwellings comprise a mixture of brick and pebble-dash render with predominantly hipped tiled roofs.

Currently existing centrally on the site is a 2,000m<sup>2</sup> social club with the remainder of the site being largely hardsurfaced for car parking and vehicle manoeuvring. There are 88 car and 2 coach parking spaces on the site and columns for CCTV and lighting are also present.

The building is single storey in height and of brick construction with a part of the roof being flat and felted. It is also characterised by two curved, semi-circular sections of roof. Various external plant is visible on the roof from ground level.

To the perimeter of the site on the northern and western boundaries there are some trees, which offer some screening between the site and neighbouring dwellings, although the planting is not continuous. The boundaries to the site with the older properties are secured by a metal palisade fence whilst closed-boarded timber fencing divides the site from adjacent properties in the Daimler Green development. Both types of fencing are approximately 2 metres in height.

Existing vehicular access is taken from Chorley Way to the north east of the site. Pedestrian access is via the same access and also via a pedestrian link with Middlemarch Road to the north western corner of the site.

The application site is one of three sites occupied by the Jaguar Cars Sports & Social Club, the others being a bowling green on Kinlet Close and the Browns Lane clubhouse and leisure centre. The site is owned by the Homes and Communities Agency (HCA) and the social club holds a long term lease for the application site and bowling green. The Browns Lane site is much larger, being 2.4 hectares in area and including a club house, a small leisure centre and outdoor sports facilities including 2 tennis courts, a 6 a-side 3G football facility and a full size football pitch.

The social club on the Chorley Way site is presently open between the hours of 18:00-22:30 although for particular functions it opens during the day. Facilities include a bar, snooker hall and function room which is utilised by small dance and fitness groups and also rented for birthdays and weddings.

## **The proposal**

The application seeks outline planning permission for 14 family homes, with the indicative breakdown of the dwellings being 5 three bed and 9 four bed properties, all of which are to be detached. The indicative layout indicates that

each property would have at least 2 off-street parking spaces and single storey garages would accompany most properties. The proposal would provide a housing density on the site of 20 dwellings per hectare.

Indicative street scene drawings and the Design & Access Statement highlight that the ridge (no greater than 9.5m) and eaves heights (no greater than 4.5m) of the dwellings will be similar to those of nearby properties. The indicative design of the properties is shown to be similar to dwellings to the south of the site in the Daimler Green estate.

Access is being discharged and the sole access point proposed is the same as the existing vehicular access. The pedestrian link to Middlemarch Road would be closed. A raised traffic calming feature at the entrance point is proposed to only allow a single car access and reduce speed.

### **Supporting documentation**

A **Planning Statement** supports the application and sets out details of the site and surroundings, the development itself, relevant planning policy and justification for the proposal. A **Design and Access Statement** provides similar information whilst looking at the proposal in detail and highlighting pre-application consultation. The statement explores how the scheme proposed has evolved and has been revised from 22 dwellings following concerns raised about overdevelopment and parking. It also indicates that the number and type of dwellings and indicative layout has been reached following property agent advice about what is needed in the locality.

In supporting information, the applicant highlights that the closure of the social club is not dependent upon the approval of this application, although approval would provide an opportunity to enable much needed refurbishment of the existing Browns Lane clubhouse and leisure facilities. The applicant seeks to consolidate its operations to one site and has indicated that two sites cannot be funded or sustained in the future (both are currently operating at a loss, with the Chorley Way site having greater losses) and that failure of the site to be sold for housing will also place uncertainty over the long term future of the Browns Lane site and the Club as a whole. The Jaguar bowls club off Kinlet Close has been set up as an independent club and the applicant has indicated that this will be unaffected.

In the Planning Statement the applicant cites falling membership and reduced leisure participation at the Radford club as reasons for its future closure, despite efforts to attract new membership. Also submitted to support the application is a **letter from the 'The Executive Committee of the Jaguar Sports & Social Club'** which states that "It is with deep regret that the closure of the Radford Social Club venue has been proposed, but it is an essential action to ensure the long-term sustainability of the Club as a whole in Coventry and will deliver investment into the Browns Lane Club site to enable the provision of improved and enhanced facilities for the whole of the Club's membership". The letter responds to concerns by Members and also provides details of other community facilities in the locality and a financial summary of

the club demonstrating operating losses and also highlighting the advantages of the Browns Lane site over the application site including the location, size and outdoor sporting facilities at Browns Lane.

The Design and Access Statement highlights that pre-application consultation with immediate neighbours and club members was undertaken in April 2012, attracting approximately 30 people. It indicates that there was general support for the proposals and whilst most people were disappointed about the closure of the club, they saw it as an opportunity to remove a neighbouring use that conflicts with surrounding residential uses. Residents also supported the type of housing proposed and scale of development. Reference is also provided to pre-application discussions with Coventry City Council.

To address Policy SCL14 of the Coventry Development Plan 2001, the Planning Statement provides maps and supporting text to show other community facilities in the local area including: doctor and dentist surgeries; social clubs; community centres; children's nurseries; sports clubs; public houses; and conference centres. The supporting statements conclude that the development is not contrary to this development plan policy as the club is a private members club and the need for a community facility on the site is dismissed owing to a plethora of other community buildings in the locality, not least the nearby Daimler Green Recreational Trust Centre, 300m away from the application site, which has a drinks license and outdoor sports facilities. Reference is also made to the provision of land for a community building within a more central location in the Daimler Green estate which remains undeveloped.

The applicant has indicated that other uses have been considered such as banqueting facilities and indoor sports, however concluded that such uses would cause either conflict to neighbouring properties or result in car parking issues. They have also highlighted that the closure of the building with no future use would have a potential detrimental impact upon local residents in terms of vandalism, anti-social behaviour and fire risk.

An **Initial Bat Survey** forms part of the application submission and assessed the presence or likely absence of bats through a visual inspection of the buildings and trees. A daytime survey was undertaken and no bats or evidence of bats was found during the external and internal assessments of the building or through the inspection of trees. The building was found to have limited potential for roosting bats and the trees generally were deemed to be of very low or negligible potential for roosting bats, except for one Cherry tree.

The report recommend that if the works to the building or to any of the trees are not commenced before May 2013 then an updated bat survey should be completed to confirm that the building has not been colonised by bats and that the condition and features of the trees has not changed in the interim period. If any works are proposed to the Cherry tree it is also recommended that further survey work should be undertaken to establish the presence or likely absence of bats, and if present, the species and numbers of bats and the type of roost. A recommendation is also made regarding proposed planting that will be

attractive to night flying insects, which would provide an additional food resource for bats.

Whilst a formal Transport Assessment has not been submitted, the applicant has submitted the contents of a **Transport Statement** through letters from the agent on 14<sup>th</sup> and 23<sup>rd</sup> August 2012 following comments from the Local Highway Authority (LHA). The letters highlight pre-application discussions with the LHA. Data and a technical note on trip generation indicates and concludes that no intensification of vehicular movements to and from the site would occur and in fact there would be far less vehicular movements as a result of the development. The information also provides details of nearby bus services and cycle routes.

No up-to-date reports on **land contamination** have been submitted. However, the applicant has submitted reports from 1999-2004 and a discharge of condition approval notice relating to the adjacent Daimler Green development and the applicant considers that the reports demonstrate that any contamination on the site can be adequately remediate to a level appropriate for dwellings.

#### **RELEVANT PLANNING HISTORY:**

There have been a number of planning applications relating to alterations to the premises although none are particularly relevant to the assessment of this application. A considerable number of applications have been determined regarding the wider Daimler Green redevelopment, which included the application site. Below are the two initial applications, whilst a number of reserved matters submissions followed:

46810/E Residential, open space, retail, community building and changing rooms, building for Use Class A2 (financial and professional services); A3 (food and drink); B1 (business) or D1 (non-residential institutions) including surgery, multi-sports court, car parking, landscaping and associated roads (Outline), Approved, 19<sup>th</sup> August 2004

46810/D Variation of condition No.2 imposed on planning permission reference 46810 granted on 20 March 1997 to allow application for approval of reserved matters to be made up to and including 31 March 2005, S73 Approval, 16th January 2002

46810 Residential development and ancillary uses including local shopping, health centre, elderly persons nursing home. Conversion of existing fire station building to public house/restaurant. Sports/social/bowling club and changing facilities. The layout and construction of roads, car parking, sewers and layout of public open space, Outline approval, 27<sup>th</sup> March 1997

The applicant cites application 46810/E as being of particular importance to the assessment of this application. This is because that permission included land for a community use for a doctor's surgery/health centre/crèche/or training centre and this land remains vacant and available for development. The

applicant considers this is in a central location and therefore a more suitable site for a community use.

#### **RELEVANT PLANNING POLICIES:**

##### *Coventry Development Plan 2001 (CDP) – saved policies*

- OS1 – The objectives and outcomes of the plan
- OS4 – Creating a more sustainable city
- OS6 – Change of land use
- OS10 – Planning obligations
- EM4 – Flood risk and development
- EM5 – Pollution protection strategy
- EM6 – Contaminated land
- H1 – People and their housing needs
- H2 – Balancing new and existing housing
- H8 – Principal housing site
- H12 – Design and density of housing development
- AM1 – An integrated, accessible and sustainable transport strategy
- AM9 – Pedestrians in new developments
- AM12 – Cycling in new developments
- AM22 – Road safety in new developments
- BE2 – The principles of urban design
- BE20 – Landscape design and development
- BE21 – Safety and security
- GE9 – Green space provision in new housing developments outside the city centre
- GE14 – Protection of landscape features
- GE15 – Designing new development to accommodate wildlife
- SCL14 – Re-use or redevelopment of facilities

SPD ‘Delivering a more sustainable city’, adopted 2007

SPG ‘Design guidance for new residential development’, initially adopted 1993

##### *West Midlands Regional Spatial Strategy (2008)*

- UR1 – Implementing urban renaissance – the MUAs
- CF1 – Housing within the Major Urban Areas
- CF3 – Levels and distribution of housing development
- CF4 – The reuse of land and buildings for housing
- CF5 – Delivering affordable housing and mixed communities
- QE3 – Creating a high quality built environment for all
- T2 – Reducing the need to travel
- T3 – Walking and cycling

##### *National Planning Policy Framework (NPPF)*

## **CONSULTATION RESPONSES:**

No objections subject to conditions/informatives from:

- Severn Trent Water – Recommend condition requiring detailed drainage plans for the disposal of surface water and foul sewage
- WM Fire Service – require confirmation that sufficient fire hydrants are available within the new development
- WCC Ecology – Conditions recommended relating to mitigation measures for the safeguarding of bats and trees; tree protection; and an ecological and landscaping scheme. It is also recommended that a number of informatives are attached to the decision notice if the application is granted
- Local Highway Authority (CCC) – Conditions relating to detailed layout and design for the speed table; visibility splays; and removal of existing gate to access
- CCC Environmental Protection – Recommend conditions relating to land contamination
- CCC Drainage – Advice provided, will comment further once surface water drainage proposals have been submitted
- CCC Tree preservation officer – recommends a Tree Protection plan and proposed landscaping details
- CCC Culture & Leisure – have highlighted a need for a S106 contribution towards off-site play provision

66 neighbouring properties were notified of the proposals by letter sent on 27<sup>th</sup> July 2012 and site notices were erected on street furniture on both Chorley Way and Middlemarch Road on 1<sup>st</sup> August 2012. The application was also advertised in The Coventry Telegraph on 2<sup>nd</sup> August 2012.

There have been 7 public representations, two objecting to the proposal and 5 not objecting but raising comments.

The objections are on the following grounds:

- Members have a right to have a say in the future of the club and have not been given that opportunity by the club
- Difficult for retired members to travel to the Browns Lane Club

General comments that have been made:

- Positive in that residents will no longer have items thrown into gardens and other anti-social behaviour arising from the site
- Two residents have commented that they would like to see retention of existing boundary trees or at least sufficient screening between the new properties and gardens of properties on Capmartin Road. Concerns over privacy if these are removed.
- One resident would like boundary trees removed owing to their roots affecting their driveway
- Concern development could affect the water table
- Disappointment over loss of club
- Concern over disruption, noise and dirt during construction
- Loss of good dance floor

## **APPRAISAL:**

The main issues in determining this application are: the principle of residential development and the loss of a community facility.

### **Principle of residential development**

The NPPF highlights that there should be a presumption in favour of sustainable development, with paragraph 49 specifically highlighting this in respect of housing applications. The application site lies within the 'Jaguar Radford' Principal Housing Site as defined by Policy H8 of the CDP. Whilst the majority of this allocated site has been developed for residential purposes and ancillary development, the application site remains undeveloped. The allocation of the site for residential development indicates that the site has previously been assessed for such purposes and considered acceptable as a sustainable location for housing development, thus complying with the NPPF.

Whilst a number of years have passed since the original allocation of the site, the main change in circumstances within the vicinity of the site is the development of the adjacent Daimler Green estate for residential purposes along with associated green space and community centre, which further emphasises the suitability of the site for residential development as the proposed use would be compatible with surrounding uses.

Policy H1 of the CDP states that all existing and future citizens should have access to a range of housing that is of satisfactory size and condition and within a high quality residential environment. Policy H2, in harmony with Policy CF4 of the RSS and the NPPF promotes and encourages the provision of new housing and highlights that, inter alia, priority will be given to the re-use of previously developed land and buildings whilst Policy OS4 promotes sustainability partly through ensuring the efficient use and re-use of land.

The proposed development would provide housing on a brownfield site which would have to meet current Building Regulations standards. It is considered that the development has the potential to represent a quality residential environment and therefore it conforms to the aims of Policies H1 and H2.

The proposed housing would assist Coventry in delivering targets set at a regional level (although it is acknowledged that these are unlikely to remain) within the RSS (Policy CF3) and also meet the recently proposed local housing requirement for Coventry of 669 dwellings per year. The use of previously developed land is also in accordance with the emerging Core Strategy document which promotes regeneration and seeks to prevent the construction of housing on green belt land and encourages developing upon brownfield sites. The application also assists in the Core Strategy's aim of providing more family homes within Coventry.

For the above reasons, the proposed re-development of the site for residential purposes is considered appropriate and is supported by relevant local, regional and national planning policy.

### **Loss of community facility**

Policy SCL14 of the CDP seeks to protect the loss of social, community, leisure, indoor sport, education, health or social care facilities without consideration of whether there is a local need for such facilities.

As the application site is an allocated housing site, this designation prevails over any more general policy, such as SCL14, as highlighted by the sub-text to Policy OS1:

“...where a policy allocates or reserves sites for particular purposes that will prevail over any more general policy which might otherwise be taken to undermine the designation or point in a different direction”.

Notwithstanding that the housing allocation means that Policy SCL14 should not be significant in the assessment of the application, the applicant has submitted a plethora of information to demonstrate that there are a number of other community facilities in the local area which those existing groups using the Chorley Way site could use. Particular attention is given to the Daimler Green Recreational Trust Centre, located 300m away from the application site, which is more modern than the application premises and has a drinks license and outdoor sports facilities. The applicant also emphasises that land set out for a community building within a more central location in the Daimler Green estate remains available and undeveloped, demonstrating a lack of need. The applicant also highlights that the building currently is of little community value as it is a private members club.

Although the existing facilities are not being replaced nearby, the Jaguar Cars Sports and Social Club intends to use the proceeds of any sale of the Chorley Way site to renovate and improve their offer at the Browns Lane site, which is already more comprehensive than the facilities available at the application site. However, it is important to highlight that the existing club is due to close regardless of the outcome of the application owing to a reduction of total income with trading losses posted in the last four reported financial years.

Policy SCL2 of the CDP encourages locating large social, community, leisure and indoor sports facilities within the City Centre, Major District Centres and District Centres. The size of the application site would be more than capable of attracting more than 30 users at any time and therefore would be classed as a large facility. Given that the application site is located in an out-of-centre location it is not in a preferable location, as indicated in the CDP, for such community uses and indeed could detract from existing defined Centres.

Whilst no evidence has been submitted to substantiate claims, comments received through public consultation suggest an element of anti-social behaviour from people using the application site. As the use of the site as a social club looks very likely to cease regardless of the outcome of this

application, the failure to redevelop the site is likely to exacerbate existing problems as the site will lie derelict.

It is considered that the information provided demonstrates that there is not an overwhelming need for the retention of the existing site for community purposes and as such the proposal satisfies Policy SCL14.

## **Design**

Policy BE2 of the CDP promotes high quality urban design whilst policies BE20 and BE21 also encourage good quality design in respect of landscaping and safety and security. A more specific policy with regards to the design of housing development is also set out in CDP Policy H12. Policy QE3 of the RSS also supports good design.

Considerable weight is also attached to good design in the NPPF, with paragraph 8 of the document stating that “well-designed buildings and places can improve the lives of people and communities”. Section 7 of the document further emphasises the significance of design in planning – “The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people”.

The detailed design in terms of the scale, appearance, layout and landscaping of the development is reserved for subsequent assessment. However, the indicative layout and Design and Access Statement give a good indication of the type of development being proposed.

Given the enclosed nature of the site and its proposed access arrangements, there would be limited visibility from any of the surrounding streetscenes including Chorley Way.

The application proposes large 2 storey dwellings with associated single storey garages and driveways. Such dwellings would relate well to other properties in the immediate vicinity of the site in terms of their scale.

The density of the development is 20 dwellings per hectare, which is lower than the 30-50 figure suggested for the wider Radford site in Policy H8. Nevertheless, the indicative layout highlights that this density would be appropriate for this particular site, given the constraints of having other existing residential development surrounding the site to all sides.

The indicative layout accords with the Council's minimum distance separation and such a layout would avoid overlooking and loss of privacy to neighbouring properties. The layout also provides gardens of appropriate sizes for the size of houses proposed whilst a communal central green area would enhance the aesthetics of the site whilst being overlooked to ensure natural surveillance.

Whilst details of landscaping are for subsequent assessment, the applicant has indicated that they intend to retain existing tree planting to boundaries where

possible and also that the landscaping scheme will include native species tree planting along the boundaries. The tree officer has requested a Tree Protection plan and it is recommended that this is submitted with the landscaping details at reserved matters. WCC ecologists have also recommended conditions relating to tree protection and the submission of a combined ecological and landscaping scheme to ensure that the landscaping increases habitat potential. Subject to these conditions, the proposal accords with Policies GE14 and GE15 of the CDP and also the NPPF, which encourages opportunities to incorporate biodiversity in and around developments.

Owing to the reasons set out in this section, it is considered that the development can be appropriately designed and thus accords with relevant CDP policies, the RSS and the NPPF.

### **Highway considerations**

The applicant seeks to discharge access as part of the outline planning application. The proposed vehicular access would be similar to that currently existing, although a raised table at the access pinch point is proposed to slow traffic down, and it is envisaged that vehicles entering the site will have a right of way. The pedestrian access to the north-western corner of the site would be closed off.

The technical note on trip generation submitted by the applicant concludes that vehicular movements to and from the site as a result of the proposed development would be less than the permitted use of the site as a social club or an alternative commercial use. The note highlights that the venue is currently used for events and weddings which involve far greater vehicular movements and parking demands, which can overspill to surrounding roads. It is envisaged that the residential development would result in 76 vehicular trips over the course of a typical day.

Policy AM22 states that new developments will be required to have safe and appropriate access to the highway system, together with satisfactory on-site arrangements for vehicle manoeuvring, by means which avoid danger or inconvenience to pedestrians, cyclists or drivers. The NPPF also requires that safe and suitable access to sites can be achieved for all people. The local highway authority have considered the merits of the application and conclude that there would be no intensification of use of the existing access arrangements and thus there are no concerns over highway safety and the proposal accords with the NPPF and AM22 in this regard. Conditions are however recommended requiring the submission of a detailed layout and design for the speed table, details of visibility splays and also that the existing gates should be removed or remain open to enable access at all times to the development for residents, emergency vehicles and other services.

The provision of garages for the houses will allow for secure cycle storage, consistent with the aims of Policies AM1 and AM12 of the CDP, SPD 'Delivering a more sustainable city' and the NPPF.

## **Sustainability**

Although the demolition rather than re-use of existing buildings could be considered to be unsustainable, the redevelopment of the site represents an opportunity to provide a sustainable form of development. The application is in an accessible location and consideration of the use of Suds and a commitment to providing green space within the development all promote sustainability.

CDP policy AM1 encourages the planning of developments in accessible locations and also promotes alternatives to the private car whilst the NPPF also seeks to ensure that travel will be minimised and the use of sustainable travel modes can be maximised. Policies T2 and T3 of the RSS also support similar aims. The site is located within reasonable walking distance to community facilities and shops, with the Jubilee Crescent District Centre being located 600m away. There are also bus stops located approximately 400m away on Cheveral Avenue providing services to other areas of the City. Furthermore, Daimler Green estate has been designed to reduce vehicle speeds which encourages cycling and the site is also located near to the Coventry Canal which has a towpath that could be used for cycling to areas to the north of the city. On this basis, the site is considered to be sustainable and thus suitable for the use proposed.

Increased development of renewable energy resources is vital to facilitating the delivery of the Government's commitments on both climate change and renewable energy. SPD 'Delivering a more sustainable city' requires major developments to provide 10% of their energy from renewable sources. Given the nature of the application proposal this requirement could be achievable through a number of ways. The applicant has indicated that they would be happy for a condition to be imposed requiring the details of how this requirement to be submitted with the reserved matters submission(s). Subject to appropriate details and subsequent implementation being secured by condition, the proposal would accord with the aims of Policy OS4 and the SPD.

## **Planning Obligations**

Policy OS10 of the CDP states that Planning Obligations and other forms of legal agreement will be used to further the Plan policies to ensure that development contributes to a regenerated, sustainable and high quality city, and enable development to proceed which might otherwise be unacceptable.

The applicant has agreed to provide a contribution of £7,000 towards off-site children's play provision. Whilst the sum could be spent on other sites within the local area, it is likely that the figure will be spent on upgrading equipment at a play facility on Radford Common. The need for the contribution is because family homes will include children who should have access to good quality play facilities within their local area, as highlighted in Coventry's 'Greenspace Strategy 2008-2018'.

The scale of development means that the proposal does not meet the threshold for affordable housing or education contributions.

## **Other considerations**

Both policy EM6 of the CDP and section 11 of the NPPF seek to ensure that sites are suitable for their proposed use taking account of ground conditions and pollution arising from previous uses. The applicant has submitted reports from dating from 1999-2004 and approved by the local planning authority, relating to contamination on the adjacent Daimler Green development. The reports aim to demonstrate that contamination on the site can be suitably remediated. The Council's Environmental Protection team have considered the application and also conclude that contamination can be appropriately remediated and recommend conditions requiring an investigation and risk assessment, a remediation scheme, implementation of approved remediation scheme (where applicable) and further reporting of unexpected contamination (if present). Subject to the conditions, the proposal accords with CDP policy EM6 and the NPPF.

The NPPF and Policy EM5 of the CDP both require that the effects of pollution on health are taken into account in planning decision making. Given the location of the site, enclosed by existing residential development and not near any significant sources of pollution, the Council's Environmental Protection team have raised no concerns regarding noise or air quality and therefore the proposed residential environment is considered to be acceptable in terms of pollution.

As the application site lies within Flood Zone 1 and is less than a hectare in area, a Flood Risk Assessment is not required as part of the application and development is considered acceptable on the site. Severn Trent Water and CCC Drainage section have raised no objections and require detailed drainage proposals. Subject to a condition requiring appropriate drainage details to be submitted and approved, the development will conform to CDP policy EM4.

Whilst bat surveys of the building and trees found no evidence of bats, further survey work is recommended if the development is not commenced before May 2013 and also if any works are proposed to a Cherry tree, additional survey works are to be undertaken. Subject to conditions to this effect, the proposal is considered to accord with Policy GE15 of the CDP.

A condition is recommended requiring the submission of details of any external lighting within the site in order to protect the amenities of neighbouring residents, reduce the impact upon ecology and ensure the visual amenity of the area is not adversely affected. This will ensure conformity with Policies EM5 and EM8 of the CDP.

Comments have been received from the West Midlands Fire Service stating that the proposals are satisfactory from a fire authority perspective. However, they would like confirmation that sufficient fire hydrants are available within the new layout for the housing development. This is a matter that will be covered by Building Regulations and not through the planning process and there would

appear no obvious reason why this requirement could not be achieved within the development.

### **Additional issues raised by consultations**

The rights of members and the closure of the social club have been raised in public representations. However, these matters are not material planning considerations.

A condition is recommended requiring a demolition and construction method statement, to reduce the impact of the construction of the development in terms of the potential for dirt, dust and mud on the road.

### **CONCLUSION / REASON FOR APPROVAL**

The application is considered acceptable as the principle of residential development and the loss of a community facility on the site is acceptable; the indicative design is appropriate; there would be no adverse highway impacts; and the proposal is acceptable in all other respects.

The reason for Coventry City Council granting planning permission is because the development is in accordance with:

Policies OS1, OS4, OS6, OS10, EM4, EM5, EM6, H1, H2, H8, H12, AM1, AM9, AM12, AM22, BE2, BE20, BE21, GE9, GE14, GE15 and SCL14

of the Coventry Development Plan 2001;

Policies UR1, CF1, CF3, CF4, CF5, QE3, T2 and T3 of the West Midlands RSS; and

The aims of the NPPF and relevant SPG/SPD referred to in this report.

## SCHEDULE OF CONDITIONS

### Condition(s)

1. **Details of the appearance of the buildings, landscaping of the site, layout of the site and its relationship with adjoining development, and the scale of buildings (hereinafter called 'the reserved matters') shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out in full accordance with these reserved matters as approved.**
2. **The reserved matters to be submitted in accordance with Condition 1 shall include details of all earthworks, mounding and the finished floor levels of all buildings, together with details of existing and proposed site levels on the application site and the relationship with adjacent land and buildings, and the development shall be carried out in strict accordance with these approved details or any subsequently approved amendments .**
3. **Application for approval of the reserved matters shall be made to the local planning authority not later than three years from the date of this permission.**
4. **The development to which this permission relates shall begin within three years of the date of permission or within two years of the final approval of the reserved matters, whichever is the later.**
5. **The reserved matters to be submitted in accordance with Condition 1 shall include details of how the 10% renewables requirement is to be met. The information supplied shall include:**
  - \* an assessment of the development's projected energy requirements;**
  - \* full details of the renewable energy technology (or combination of technologies) being proposed; and**
  - \* an assessment of the estimated outputs, which then need to be compared with the demand figures in order to demonstrate that the 10% requirement has been met.**
6. **The layout details to be submitted as reserved matters in accordance with Condition 1 shall include:**
  - \* a detailed layout and design for the proposed speed table near the access to the site;**
  - \* details of visibility splays to the access and within the development; and**
  - \* refuse vehicle tracking drawings to demonstrate that such vehicles can enter and exit the site in a forward gear.**
7. **The reserved matters to be submitted in accordance with Condition 1 shall include details of how the development will maximise opportunities for biodiversity enhancements, such as the provision of bat and bird boxes/bricks to be erected within the site. The agreed scheme shall thereafter be implemented within an agreed timescale between the developer and local planning authority.**
8. **The reserved matters to be submitted in accordance with Condition 1 shall include:**

a] a detailed scaled plan (to a scale and level of accuracy appropriate to the proposal) showing the position of every tree on the site, and every tree on land adjacent to the site (including street trees) that is likely to have an effect upon or be affected by the proposal (e.g. by shade, overhang from the boundary, intrusion of the Root Protection Area etc) with a stem diameter over the bark measured at 1.5 metres above ground level of at least 75 millimetres.

b] a schedule of the trees surveyed as specified in paragraph 4.2.6 of 2012 Trees in relation to design, demolition and construction - Recommendations;

c] an arboricultural implications assessment, arboricultural method statement and tree protection plan (to include protection measures during and after construction and any construction exclusion zones) (in accordance with Clause 7 of British Standard BS5837 - Trees in Relation to Construction) which shall also include any proposal for pruning or other preventative works.

Any approved mitigation or protection measures shall be put into place prior to and remain in place during any construction work.

9. The reserved matters to be submitted in accordance with condition 1 shall include tree protection measures for those trees identified to be retained. Any such approved tree protection measures shall be implemented prior to commencement of development and shall thereafter remain in place during construction work unless otherwise agreed in writing by the local planning authority.
10. None of the dwelling(s) hereby permitted shall be occupied unless and until the car parking provision for that dwelling(s) has been constructed or laid out, and made available for use by the occupants and / or visitors to the dwelling(s) and thereafter those spaces shall be retained for parking purposes unless otherwise agreed in writing by the local planning authority.
11. The development hereby permitted shall only be undertaken in strict accordance with drainage details for the disposal of surface water and foul sewage, incorporating a Sustainable Drainage System (SUDS) unless it can be demonstrated that this is not suitable, and responding to the hydrological conditions (soil permeability, watercourses etc) within the application site, including a long term management and maintenance plan, which have been submitted to and approved in writing by the local planning authority. The approved systems shall thereafter be retained and shall be managed and maintained in strict accordance with the approved details unless alternative drainage methods have been approved in writing by the local planning authority.
12. No lighting or illumination of any external part of any building or the site shall be installed or operated unless and until details of such measures shall have been submitted to and approved in writing by the local planning authority and such works, and use of that lighting and/or illumination, shall be carried out and operated only in full accordance with those approved details.

- 13. The development (including any works of demolition) shall proceed only in strict accordance with a construction method statement which has been submitted to and approved in writing by the local planning authority. The approved statement shall be strictly adhered to throughout the construction period and shall provide for: the parking of vehicles of site operatives and visitors; the loading and unloading of plant and materials; the storage of plant and materials used in constructing the development; the erection and maintenance of a security hoarding including decorative displays and facilities for public viewing where appropriate; wheel washing facilities and other measures to ensure that any vehicle, plant or equipment leaving the application site does not carry mud or deposit other materials onto the public highway; measures to control the emission of dust and dirt during construction; and a scheme for recycling / disposing of waste resulting from demolition and construction works, unless otherwise agreed in writing by the local planning authority.**
- 14. If the development is not implemented prior to May 2013 an updated bat survey relating to on site buildings and trees shall be undertaken and submitted to and approved by the local planning authority. The development shall thereafter proceed in accordance with the recommendations of the updated survey.**
- 15. An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site and any report of the findings must be submitted to and approved in writing by the local planning authority prior to first occupation. The report of the findings, to be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11', must include; (i) a survey of the extent, scale and nature of contamination; (ii) an assessment of the potential risk to; human health, property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, groundwaters and surface waters, ecological systems, archaeological sites and ancient monument; (iii) an appraisal of remedial options, and proposal of the preferred option(s).**
- 16. The development shall 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 must be prepared 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.**

- 17. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the local planning authority. The local planning authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced shall be submitted to and approved in writing by the local planning authority.**
- 18. 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.15), and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition (No.16), 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.17).**

## **LIST OF BACKGROUND PAPERS**

PROPER OFFICER: Group Manager Planning and Building Control  
Author: Andrew Cornfoot

**ALL BACKGROUND PAPERS OPEN TO PUBLIC INSPECTION at City Services & Development Directorate, Civic Centre 4, Much Park Street and [www.coventry.gov.uk](http://www.coventry.gov.uk)**

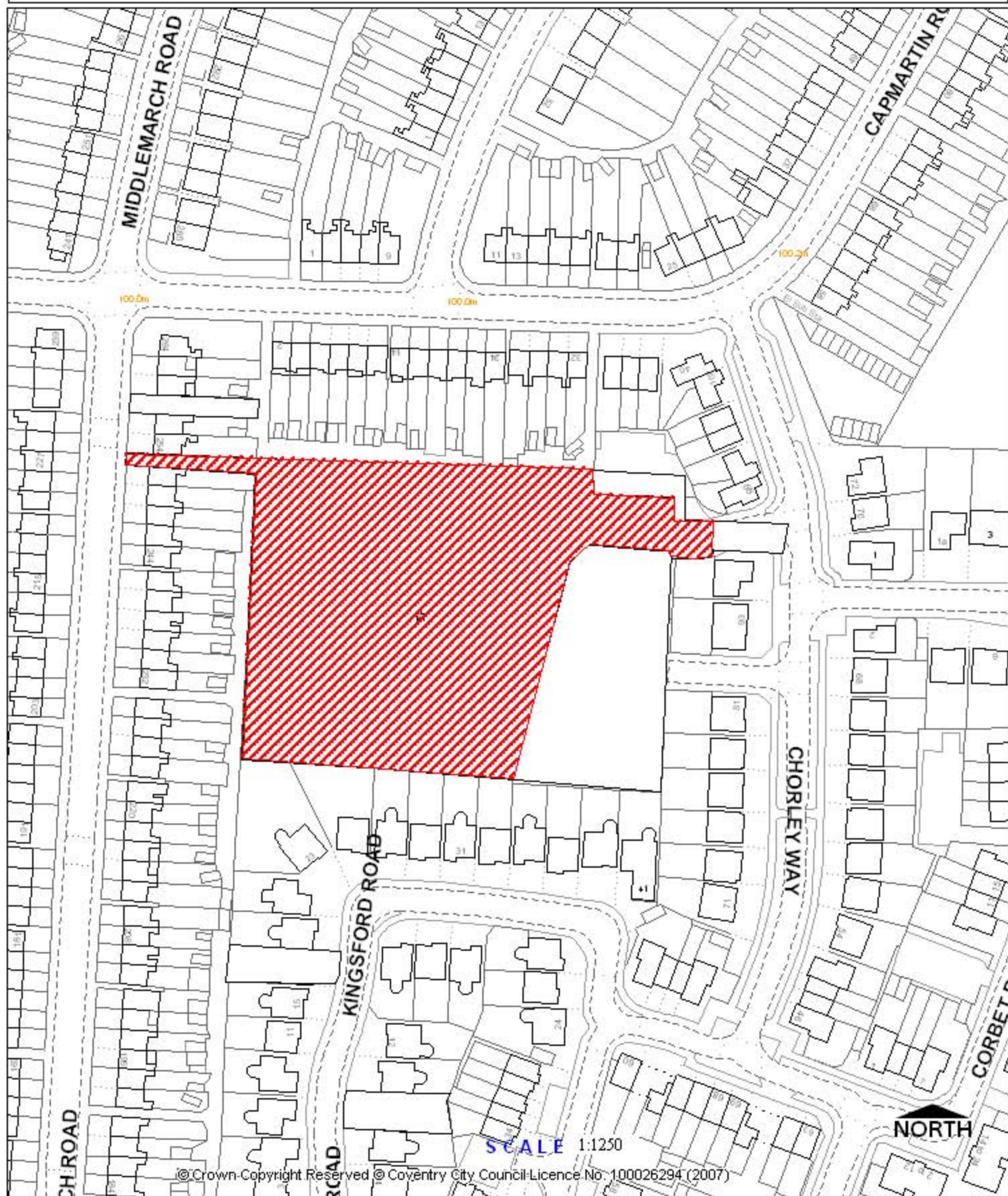
Planning Application File: OUT/2012/1242  
Coventry Development Plan 2001

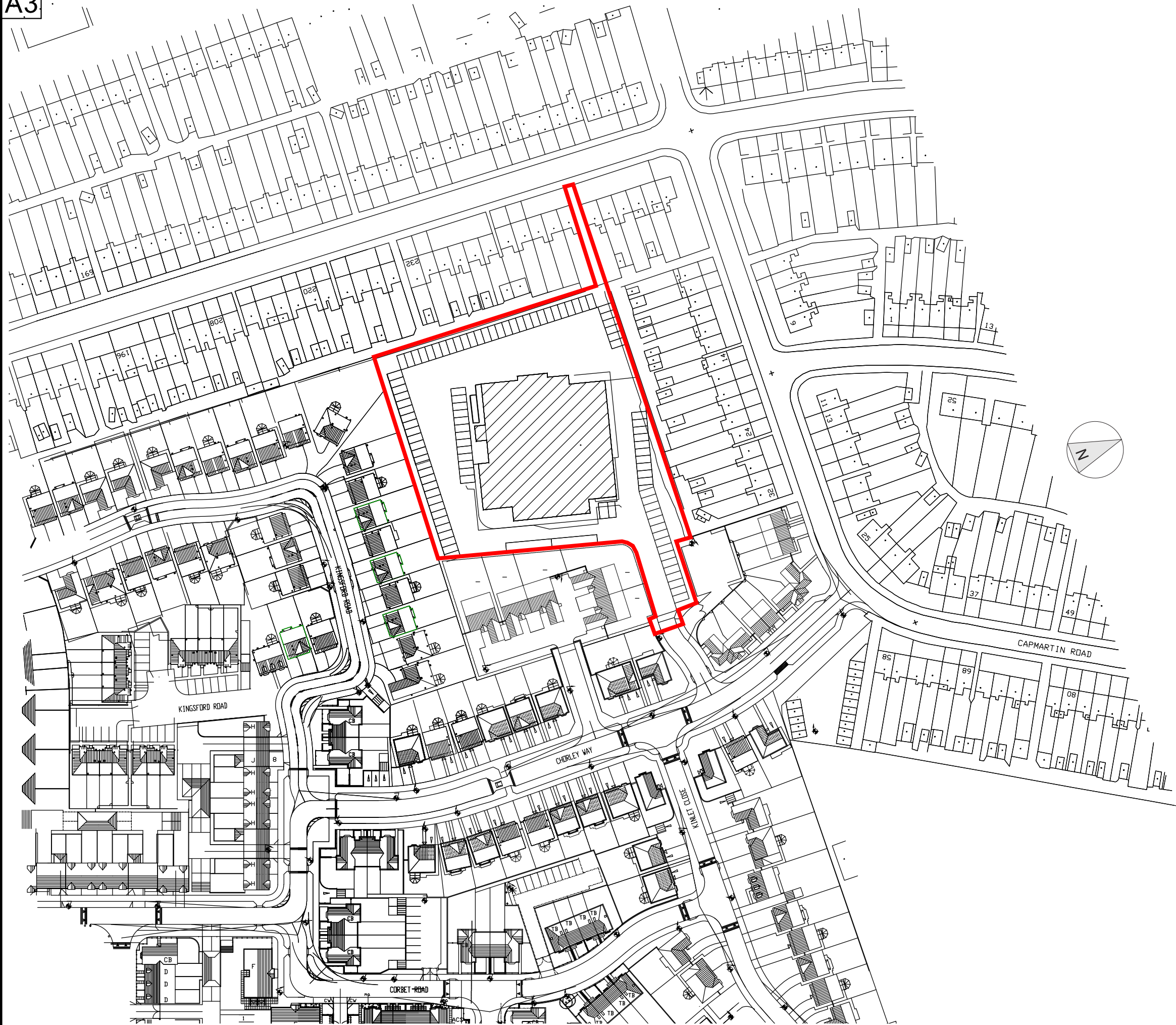


# SITE LOCATION PLAN

APPLICATION NUMBER **OUT/2012/1242**

LOCATION 





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The Contractor is to check and verify all building and site dimensions, levels and sewer invert levels at connection points before work starts. The Contractor is to comply in all respects with current Building Regulations, British Standard Specifications, Building Regulations, Construction (Design & Management) Regulations, Party Wall Act, etc. whether or not specifically stated on this drawing. This drawing must be read with and checked against any structural, geotechnical or other specialist documentation provided.

This drawing is not intended to show details of foundations, ground conditions or ground contaminants. Each area of ground relied upon to support any structure depicted (including drainage) must be investigated by the Contractor. A suitable method of foundation should be provided allowing for existing ground conditions. Any suspect or fluid ground, contaminants on or within the ground, should be further investigated by a suitable expert. Any earthwork constructions shown indicate typical slopes for guidance only & should be further investigated by a suitable expert.

Where existing trees are to be retained they should be subject to a full Arboricultural inspection for safety. All trees are to be planted so as to ensure they are a minimum of 5 metres from buildings and 3 metres from drainage and services. A suitable method of foundation is to be provided to accommodate the proposed tree planting.

Sketch proposals are for illustrative purposes only & as such are subject to detailed site investigation including ground conditions/contaminants, drainage, design & planning/density negotiations. Sketch proposals may be based upon enlargements of OS sheets & visual estimations of existing site features, accuracy will therefore need to be verified by survey. Sketch proposals have not been considered in respect of CDM Regulations.

Notes:

SCALE: 1:1250 @ A3

REF: JBB8029  
 CLIENT: Jaguar Sports & Social Club  
 DATE: September 2012  
 STATUS: Final

CHECKED BY: KE  
 DATE CHECKED: 21/09/12  
 REVISION: 01  
 PREPARED BY: JP



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A3

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Notes:

Schedule of House Types	No
Type A - 3 bed det - 88.26sqm	1
Type B - 3 bed det - 89.19sqm	4
Type C - 4 bed det - 97.55sqm	1
Type D - 4 bed det - 116.13sqm	1
Type E - 4 bed det - 118.91sqm	2
Type F - 4 bed det - 162.58sqm	1
Type G - 4 bed det - 147.71sqm	3
Type H - 4 bed det - 138.89sqm	1
<b>Total Number of House Types</b>	<b>14</b>

Revisions:

For guidance only. Do not scale off this drawing

1:20 - 0	200mm	400mm	600mm	800mm	1000
1:100 - 0	1m	2m	3m	4m	5m
1:50 - 0	1m	2m			
1:5 - 0	100mm	200mm			

**RPS Planning & Development**

Salisbury House, 2a Tettenhall Road, Wolverhampton WV1 4SQ  
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Client: **Jaguar Cars Sport & Social Club.**

Project: **Redevelopment of Sports & Social Club Chorley Way, Radford. Coventry.**

Title: **Planning Layout.**

Drawn: PJB Date: June 2012 Scale: 1:500

Job No: **AAH5034** Drg No: **05** Rev:

Architects Engineers Surveyors  
 Landscape Architects Services Consultants



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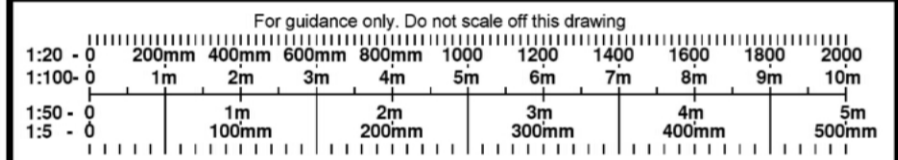

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■ Notes:

Revisions: \_\_\_\_\_ Date \_\_\_\_\_ Name \_\_\_\_\_

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■ Client: Jaguar Cars Sport & Social Club.

Project: Redevelopment of Sports & Social Club  
 Chorley Way, Radford, Coventry.

Title: Typical Street Scenes

Drawn: LPD      Date: July 2012      Scale: 1:200

■ Job No: AAH5034    Drg No: 06    Rev: