

Reference Number:	PL/2024/0000976/FUL
Site:	Loop Line Humber Avenue Coventry.
Ward:	St. Michael's
Proposal:	Erection of 4 dwellings within the former railway land/disused Coventry Loop Line to the south of Humber Avenue including associated access and landscaping works.
Case Officer:	Owain Williams

SUMMARY

This application proposes the erection of 4 dwellings with associated access and landscaping to area of land situated between existing residential properties of Humber Avenue and St Georges Road and the former disused railway line now being converted into a cycle route known as Coventry Loop Line. The access to the site will involve configuration to the entrance to Gosford Park School.

BACKGROUND

An agreement was reached within a Cabinet meeting on 26/03/2013 to approve the appropriations of the land proposed to access the site from its current education use to City Services and City Development use. This approval was given to enable development of the site in order to provide the school with a better quality and safer school entrance and bring derelict land into better use and contribute towards the regeneration of the surrounding area.

Approval was subsequently granted on this site for the erection of 6 dwelling houses on 24/06/2016, however the permission was never implemented.

KEY FACTS

Reason for report to committee:	The application has received 5 letters of objection
Current use of site:	Vacant Site
Proposed use of site:	Residential
Proposed no of units	4
Housing mix	4 x 4 bedroom dwellings

RECOMMENDATION

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

REASON FOR DECISION

The proposal is acceptable in principle.

The proposal will not adversely impact upon highway safety.

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

The proposal will not adversely impact upon Biodiversity or adjacent tree belt
The proposal accords with Policies: AC2, AC3, H3, DE1, GE3, GE4, DS3, H4, H9, EM5 and GE1 of the Coventry Local Plan 2017 and the emerging Local Plan, together with the aims of the NPPF.

SITE DESCRIPTION

The application site is located on part of a former disused railway line to the south of the pedestrian section of Humber Avenue and will be to the south of Gosford Park Primary School and Children's Centre. The site currently forms part of a corridor of green space, which runs from Gosford Green in the north and a Nature Conservation Site to the south.

The site is located adjacent to 63-75 Humber Road, and 187-207 St George's Road to the west, with the school to the north and industrial estate to the east. The site has a total area of 0.17 Hectares, and whilst undeveloped, has an area of temporary hard surfacing to the front of the site, as it has been used as a compound for the ongoing works to form a public footpath along the route of the old railway line (loop line). There are signs on site of fly tipping, but it is otherwise a well vegetated site. Ground levels on the site are generally level, with only small differences in height across the site.

The belt of trees which adjoin the site are protected by a Tree Preservation Order which was made on 2nd October 2017 (City of Coventry (Heritage Park Loop Line Spinney No.1) Tree Preservation Order 2017).

The Council's reason for making the Order is that the woodlands identified on the said maps as W1 and W2 historically formed part of the Coventry Loop-line rail track and now form part of the Heritage Park and Trails which aims to create improved walking and cycling links within the area. The woodlands significantly contribute towards the local historic amenity, general landscape and street scene of the area. It was following change in ownership and ongoing engagement between the Council and other interested parties that it was deemed necessary to safeguard the local amenity of the area by making the order.

PROPOSAL DESCRIPTION

The application is for the erection of 4 four-bedroom dwellings, divided into two pairs of semi-detached dwellings. The buildings will be gable ended and two and half storey in height with modest sized flat roofed dormer windows to the rear. The dwellings will be located to the northwest of the site, with the dwelling frontages facing north and the gardens facing south.

The proposals originally submitted proposed 6 dwellings, as per a previous approval on this site back in 2016 but have been reduced to 4 through the process of the application. The changes made have been at the request of officers taking into consideration the adjacent belt of protected trees, the Nationally Described Space Standards (NDSS) and the guidance within the Residential Design Guide 2023.

The site will be accessed from Humber Avenue through a new access road which will enter the site from the northwest corner alongside No 63 Humber Avenue, with car parking located on the frontages of each dwelling, and turning areas provided within the site. In order to create the access into the site the existing school entrance and gate is to be set back and vegetation including a tree removed.

The relocation of the school access and the switch of land from Education land to Highway land was agreed at cabinet in 2013. The proposals will also include land being transferred to the Council to widen the public footpath link which runs to the East and crosses the Loop Line to residential streets beyond.

RELEVANT HISTORY

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

FUL/2014/0162	Erection of 7 houses - Refused
FUL/2015/0955	Erection of 3no. 2 bedroom houses and 3no. 3 bedroom houses within the former railway land/disused Coventry Loop Line. – Granted Permission – 24/06/2016

POLICY GUIDANCE

National Policy Guidance

National Planning Policy Framework (NPPF) December 2024. 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 2017, which was adopted by Coventry City Council on 6th December 2017. Relevant policy relating to this application is:

- Policy AC2: Road Network
- Policy AC3: Demand Management
- Policy H3: Provision of New Housing
- Policy DE1: Ensuring High Quality Design

- Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation
- Policy GE4: Tree Protection
- Policy DS3: Sustainable Development Policy
- Policy H4: Securing a Mix of Housing
- Policy H9: Residential Density
- Policy EM5: Sustainable Drainage Systems (SuDS)
- Policy GE1: Green Infrastructure

Emerging Local Policy Guidance – Local Plan Review submitted to Planning Inspectorate for examination on 9th September 2025

Local Plan review is currently in examination. Relevant emerging policy relating to this application is:

- Policy AC2: Road Network
- Policy AC3: Demand Management
- Policy H3: Provision of New Housing
- Policy DE1: Ensuring High Quality Design
- Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation
- Policy GE4: Tree Protection
- Policy DS3: Sustainable Development Policy
- Policy H4: Securing a Mix of Housing
- Policy H9: Residential Density
- Policy EM5: Sustainable Drainage Systems (SuDS)
- Policy GE1: Green Infrastructure

Supplementary Planning Guidance/ Documents (SPG/ SPD):

- SPG Design Guidelines for New Residential Development
- SPD Delivering a More Sustainable City
- SPD Coventry Connected

CONSULTATION

Statutory

No objections subject to conditions have been received from:

- Highways

Non Statutory

No objections subject to conditions have been received from:

- Tree Officer

- Public Rights of Way (PROW) Officer
- Ecology
- Local Lead Flood Authority (LLFA)

NEIGHBOUR RESPONSES

There have been 5 letters of objection to the scheme which raise the following concerns:

- Loss of important area of vegetation and habitats for wildlife.
- Replacement of trees and vegetation elsewhere on the site is not possible.
- Dwellings within this dead-end access would create safety issues for the school.
- Construction traffic into this site would be incredibly dangerous.
- The biodiversity loss would be huge.

There has been a letter of support to the scheme which states the following points:

- Support the development as the area is disused and run down.
- The housing would bring added safety and lighting to the footpath and loop line area.
- Currently lots of waste is being dumped where these houses are proposed.

APPRAISAL

The main issues in determining this application are as follows:

- Principle of Development
- Design and Layout
- Impact upon Neighboring Amenity
- Highway Safety and Parking
- Impact upon Biodiversity and Trees
- Other considerations

Principle of Development

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

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

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless: i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or ii. any adverse impacts of doing so would significantly and demonstrably outweigh the

benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Footnote 8 to paragraph 11 confirms that this includes situations where the local authority cannot demonstrate a five year supply of deliverable housing sites (with the appropriate buffer set out in paragraph 78).

Based on the provisions of the December 2024 NPPF the Council is able to demonstrate a 5.6 year housing land supply as of 31st December 2024.

The principle of residential development of this site was established with the grant of planning permission in 2016. However, that permission has lapsed and there have been updates to guidance since, including the New Residential Design Guide in 2023. Policy DS3 states that “when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the Planning Policy Framework. It will work proactively with applicants to find solutions to enable proposals to be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area”

Policy H3, Provision of New Housing, states that new development must provide a high-quality residential environment which assists in delivering urban regeneration or creating sustainable communities and which overall enhances the built environment. A suitable residential environment includes safe and appropriate access; adequate amenity space and parking provision and be safe from pollution.

The site is within a sustainable location with good accessibility to the City Centre and Far Gosford Street designated centre and could, if in compliance with standards and other policies within the local plan create an attractive development and assist in enhancing the built environment as the site at present is a vacant piece of land between residential properties and the disused railway line that is prone to fly tipping and anti-social behavior.

Taking into account the above it is considered acceptable in principle and would therefore comply with policies DS3 and H3 of the Local Plan 2017.

Design and Layout

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.

Paragraph 131 of the NPPF states the creation of high-quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better

places in which to live and work and helps make development acceptable to communities.

The National Planning Policy Framework, paragraph 135 states that “Planning policies and decisions should ensure that developments:

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

The NPPF further states (at paragraph 139) “Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes”.

The design and appearance of dwelling houses proposed would, due to the fact they are gable ended properties, be in character with the surrounding area as Humber Avenue and St George Road are characterised by gable ended properties. The site itself wouldn't necessarily add any contribution to the street scene as the properties would be set back from the street frontage and be screened by 63 Humber Avenue when viewed from the junction with St Georges Road and Humber Avenue, however, would contribute to enhancing the area as it would bring back into use a disused vacant piece of land.

In terms of the layout of the site there have been changes made during the process which have improved the development. The reduction in numbers of dwellings from 6 to 4 has relaxed the layout, allowing more space between the band of trees to the East and the dwellings, provided properties that now meet the Nationally Described Space Standards and also provided gardens which meet the standards within the Residential Design Guide. The changes have also reduced the amount of hard standing that was proposed and allowed the introduction of some landscaping to soften aspects of the site.

With regards to the amenity space provided within the site the gardens all comply with the standards set out within the New Residential Design Guide and would therefore provide sufficient private amenity space for the occupiers. The parking provided within the site also complies with and is in line with the standards within Appendix 5 of the Coventry Connected SPD.

In summary the proposed scheme is an improvement on the previous approval given in 2016 and would make use of a vacant piece of land which is cut off between existing residential properties and the loop line/disused railway therefore taking into account the above it is considered that the proposal would respect and enhance its surroundings and would contribute to the character of the area complying with policy DE1 of the Local Plan 2017 and the guidance given in the NPPF.

Impact on Neighbouring Amenity

The proposed development will sit adjacent to the east of the existing residential properties on Humber Avenue and St Georges Road. The site has access from Humber Avenue with its access running into the site along the boundary with the neighbouring property no.63 Humber Avenue. This layout pushes the two of the proposed properties fronting the site away from the boundary with the neighbour providing a separation distance which removes any element of an overbearing nature. When assessing the impact using the 45-degree code referenced in the residential design code the proposed dwellings would comply and therefore the relationship would be acceptable.

The other two proposed properties towards the rear of the site are positioned where the existing properties on St Georges Road back onto the site. This means that the proposed gable ends of the properties would be side onto the rear gardens. The distance between the gable ends of the properties and the habitable room windows on the existing properties is approximately 18 meters, which is above the standard of 12 meters permitted within the residential design guidelines. The distance between the properties and the orientation of the properties would reduce the impact of overbearing and loss of light to a point where the relationship would be acceptable.

The two plots (3 and 4) to the rear of the site would also have an acceptable relationship with that of no.63 Humber Avenue as the distance between the windows would be above 20 meters and the distance from the windows to the rear garden would be over 11 meters. Complying with these standards would deem the proposals acceptable in line with the residential development guidelines.

The proposed development itself would remove a vacant area of land which has no purpose and is prone to fly tipping and anti-social behaviour so making use of this would eradicate that problem site from the area which would be beneficial to neighbouring amenities.

Highway Safety and Parking Impact

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.

Parking provision should accord with the maximum standard expressed in Appendix 5 unless it has been clearly demonstrated that the site is in a highly accessible location where transport, by means other than the private car is a realistic alternative. In that respect lower levels of provision may be considered acceptable where the site is in close proximity to the City Centre, a train station, a high-quality rapid transport route or other public transport interchange and where there is a package of measures (proportionate to the scale of development) to enable sustainable means of transport. Any variation from the maximum standard must be fully justified by proportionate evidence.

In order to access the site alterations are required, which involve the relocation of the main school access and gate, pushing it further to the East into the school land and forming the junction with the site. As highlighted in the background section of the report a land swap has previously been agreed at cabinet on the 26/03/2013 to enable this to happen. With regards to the safety of the access there have been detailed discussions with Highway and Public Right of Way officers in which road safety audits were requested and undertaken to ensure measures are put in place which ensure the access is safe.

The proposals have been reviewed by the highway officer who has indicated that the total number of vehicle trips expected to be generated by the proposed development (approximately 2 two-way trips in peak periods) should have a negligible impact on public highway safety, or on the operation or capacity of the local highway network.

The Local Highway Authority (LHA) have noted and are mindful that the previous application FUL/2015/0955 was previously approved at the application site for 6 dwellings, so the current proposals for 4 dwellings could be considered a betterment compared to the previous approval as it would generate fewer vehicle trips.

Through the process of the application there has been alterations to the proposed access arrangement off Humber Avenue. The amendments now show a raised table will be provided that will serve the school car park and the application site. The raised table should further encourage slower vehicle speeds within the vicinity of the site and will also enable a level pedestrian crossing to be provided across the site access, giving priority to pedestrian and cycle movements across the site access. The proposed access arrangements have been supported by a Road Safety Audit (RSA). The

Designer's Response and updated layout to address the problems identified within the RSA are accepted by the LHA.

The proposals include adequate off-street car parking for each dwelling. It has also been demonstrated that a fire tender could turn around within the raised table and application site

Having undertaken a full assessment of the development proposals, the LHA is satisfied that the development would not have an unacceptable impact on public highway safety, or a severe impact on the operation or capacity of the local highway network therefore complying with policy AC3 of the Local Plan and the Parking Standards within Appendix 5 of the Coventry Connected SPD.

Biodiversity and Ecology

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

Biodiversity

The site forms part of the Lower Stoke Local Wildlife Site which covers the abandoned railway line and joins to a number of other LWS along the River Sherbourne. The railway line is part of the wider Heritage Park which includes Charter House and land along the River Sherbourne to London Road. Whilst the site does fall within a designated local wildlife site, it is an area of land which at present is an unkept vacant piece of land and is prone to fly tipping. The site was also previously used as a compound for the works relating to the improvement of the adjacent loop line and had been partially cleared of vegetation.

As this site has always been associated with the Loop Line land in terms of its ownership, designation and being utilised as a compound for the works, the red line boundary of the site has incorporated phase 2 of the Loop Line land as it did within the 2016 approval.

The design and access statement submitted includes a section on landscape and ecology. The report notes that this development is part of enabling the wider Heritage Park Project and that there will be significant habitat enhancements in the local area, some of which have already been implemented. As part of the Preliminary Ecological Appraisal that was submitted it was highlighted that a Biodiversity Net Gain assessment would be undertaken. During the process of the application a BNG has been undertaken which shows that within the red line there has been an uplift above the 10% required which links in with the statement within the design and access statement.

The Council's ecologist has reviewed the detail and is in agreement with the findings of the BNG report which highlight how this site has been accounted for in biodiversity net gain via the larger area and is in support of the proposals subject to conditions relating

to the provision of sensitive lighting scheme, hedgehog friendly fencing and the addition of the biodiversity features specified within the proposals such as bird and bat boxes and wildlife friendly shrubs and landscape planting.

Arboricultural Impact

As highlighted already the site sits adjacent to a belt of trees which align the disused railway line and form part of the loop line cycle path. The trees which align this route were subject to a blanket Tree Protection Order to ensure that the trees and the amenity of the area were protected. It is important to highlight that the site does not sit within the area covered by the TPO. This order was actively encouraged by the current landowner as part of the loop line works to ensure that the route of the loop line is attractive and green.

The proposed changes made to the scheme, from 6 dwellings to 4, were not just made to adhere to the standards within the Residential Design Guide SPD but also at the request of the Council's tree officers to ensure the impact upon the adjacent protected trees was acceptable and to reduce the undue pressure upon them from new residents.

The original layout of the scheme sited the dwellings too close and within root protection areas of the trees, with gardens which were narrow and in places completely under the canopy of the trees. The reduction in the number of dwellings has provided that breathing space between the dwellings, root protection areas and allowed gardens to have an element that were clear of the canopies.

The proposals will result in the loss of some trees within the site; however, the tree officer has stated that these are self-set trees and low category trees that aren't protected by the order and has therefore deemed it acceptable for them to be removed as part of the scheme. There are some trees being planted within the site to mitigate that loss which has been noted by the officer.

The proposals have been deemed acceptable by the Council's tree officer subject to conditions in regard to providing an updated Arboricultural method statement.

Taking into account the above it is considered that the proposed development would comply with policy GE3 of the Local Plan 2017.

Other Considerations

It has been raised by the Environmental Protection Officer that further site investigations are warranted as the previous site investigations on the site to support the previous applications is significantly out of date and there is the probability that the site has been used for fly tipping in the interim, which is clear from aerial photos of the site which show images of rubbish and small stockpiles which will need to be accounted for in the investigation. This requirement can be conditioned using the standard site investigation conditions which would cover remediation and verification methods if anything was found in the initial investigation.

A construction management plan has been requested also by the EP officer due to the close proximity of the development to residential dwellings and the school.

With regards to drainage the site falls within flood zone one with no known issues of flooding. As part of any positive recommendation there is a condition which has been added which requests details prior to commencement of the development of drainage incorporating a Sustainable Drainage System (SUDS) where possible and responding to the hydrological conditions (soil permeability, watercourses etc) within the application site, including a long term management and maintenance plan.

EQUALITY IMPLICATIONS

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

(1) A public authority must, in the exercise of its functions, have due regard to the need to:

eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

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 and contributions. The reason for Coventry City Council granting planning permission is because the development is in accordance with: Policies AC2, AC3, H3, DE1, GE3, GE4, DS3, H4, H9, EM5 and GE1 of the Coventry Local Plan 2017 and the emerging Local Plan Policies together with the aims of the NPPF

CONDITIONS/REASONS

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

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

The development hereby permitted shall be carried out in accordance with the following approved plans:

Dwg No. PL10 Rev I - Proposed Site Plan

Dwg No. PL11 Rev H - Proposed Site Floor Plan

2. Dwg No. PL12 Rev I - Proposed Compliance Plan

Dwg No. PL01 Rev F - Site Location Plan

Dwg No. FCL0341-04 Rev A - Fire Appliance Vehicle Tracking

Dwg No. PL14 Rev F - Proposed Street Scene

Dwg No. PL20 Rev C - Plots 1-4

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

3. Prior to their incorporation into the development hereby permitted, sample details of all facing and roofing materials shall be submitted to and approved in writing by the Local Planning Authority. These details shall be installed only in full accordance with the approved details prior to the first occupation of the development and thereafter shall be retained and shall not be removed or altered in any way.

Reason *To ensure that the proposed development has a satisfactory external appearance in the interests of the visual amenities of the area in accordance with Policy DE1 of the Coventry Local Plan 2017 and the emerging Local Plan.*

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

Standard BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations and BS4428 - Code of Practice for General Landscape Operations.

Reason *To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policies GE1 and DE1 of the Coventry Local Plan 2017 and the emerging Local Plan.*

5. Before any development commences on site (including any demolition, site clearance or other preparatory works) the following shall be submitted to and approved in writing by the Local Planning Authority: a) Arboricultural Method Statement (6.1); and b) a Dimensioned Tree Protection Plan (to include protection measures during and after construction and any construction exclusion zones) (in accordance with 5.5/ Table B.1), site monitoring (6.3) of British Standard BS5837:2012 - Trees in relation to design demolition and construction - Recommendations, which shall also include any proposal for pruning or other preventative works.

The approved mitigation and / or protection measures shall be put into place prior to the commencement of any works and shall remain in place during all construction work.

Reason *To protect those trees which are of significant amenity value to the area and which would provide an enhanced standard of appearance to the development in accordance with Policy GE3 and GE4 of the Coventry Local Plan 2017 and the emerging Local Plan.*

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

Reason *To ensure a satisfactory standard of appearance over the lifetime of the development in the interests of the visual amenities of the area in accordance with Policy GE1 and DE1 of the Coventry Local Plan 2017 and the emerging Local Plan.*

7. Prior to the first occupation of the development hereby permitted details of 2 bird boxes and 2 bat boxes shall be submitted to and approved in writing by the Local Planning Authority. The bird and bat boxes shall be fully installed in strict accordance with the approved details prior to the first occupation of the development and thereafter shall be retained and shall not be removed or altered in any way.

Reason *To ensure that protected species are not harmed by the development in accordance with Policy GE3 of the Coventry Local Plan 2017, the emerging Local Plan and the advice contained within the NPPF.*

8. Prior to the first occupation of the development hereby permitted, details of general ecological habitat enhancement measures and hedgehog mitigation measures shall be submitted to and approved in writing by the Local Planning Authority. Such measures shall include; retention and management of boundary vegetation, and hedgehog friendly boundary fencing and gates. The habitat enhancement measures shall be undertaken in strict accordance with the approved details prior to the first occupation of the development and thereafter shall be retained and shall not be removed or altered in any way.

Reason *To ensure that protected species are not harmed by the development in accordance with Policy GE3 of the Coventry Local Plan 2017, the emerging Local Plan and the advice contained within the NPPF.*

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

Reason *To ensure that protected species are not harmed by the development in accordance with Policy GE3 of the Coventry Local Plan 2017, and the emerging Local Plan and the advice contained within the NPPF.*

10. None of the dwellings hereby permitted shall be occupied unless and until the car parking provision for that dwelling has been constructed or laid out and

made available for use by the occupants and / or visitors to the dwellings and thereafter those spaces shall be retained for parking purposes at all time and shall not be removed or altered in any way.

Reason *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 2017 and the emerging Local Plan.*

11. 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.

Reason *The agreement of a Construction Management Plan prior to the commencement of development is fundamental to ensure a satisfactory level of environmental protection; to minimise disturbance to local residents and in the interests of highway safety during the construction process in accordance with Policies [EM7], AC1 and AC2 of the Coventry Local Plan 2017 and the emerging Local Plan.*

12. 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 the commencement of development (including any demolition). The report of the findings, to be conducted in accordance with Environment Agency Guidance Land Contamination: Risk Management (2021) and must include (i) a survey of the extent, scale and nature of contamination; (ii) an assessment of the potential risk to; human health, property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, groundwaters and surface waters, ecological systems, archaeological sites and ancient monuments; (iii) an appraisal of remedial options and proposal of the preferred option(s)

To safeguard health, safety and the environment in accordance with Policy
Reason *EM6 of the Coventry Local Plan 2017, the emerging Local Plan and the aims and objectives of the NPPF*

13. The development shall only be undertaken in accordance with a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment, which shall be submitted to and approved in writing by the local planning authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

To safeguard health, safety and the environment in accordance with Policy
Reason *EM6 of the Coventry Local Plan 2017, the emerging Local Plan and the aims and objectives of the NPPF*

14. 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 the remediation. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

To safeguard health, safety and the environment in accordance with Policy
Reason *EM6 of the Coventry Local Plan 2017, the emerging Local Plan and the aims and objectives of the NPPF*

15. Prior to occupation of the development hereby permitted and following completion of the measures identified within the remediation scheme approved under condition No. 13 a verification report that demonstrates the effectiveness of the remediation carried out must be produced and submitted to the Local Planning Authority for approval in writing

To safeguard health, safety and the environment in accordance with Policy
Reason *EM6 of the Coventry Local Plan 2017, the emerging Local Plan and the aims and objectives of the NPPF*

16. 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 11, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 13, 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 15.

To safeguard health, safety and the environment in accordance with Policy
Reason *EM6 of the Coventry Local Plan 2017, the emerging Local Plan and the aims and objectives of the NPPF*

17. Prior to occupation of the dwellings hereby permitted, details of cycle parking facilities shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking facilities shall be provided in full accordance with the approved details prior to first occupation of the building and thereafter those facilities shall remain available for use at all times and shall not be removed or altered in any way.

In the interests of encouraging the use of alternative modes of transport with
Reason *the aim of creating a more sustainable city in accordance with Policies DS3, AC3 and AC4 of the Coventry Local 2017 and the emerging Local Plan.*

18. Prior to the formation of the access, which requires the relocation of the school entrance, details of the school entrance gate and activation system shall be submitted to and agreed in writing by the Local Planning Authority. The school gate shall be implemented as per the approved details as soon as practicable following works commencing.

Reason *To ensure satisfactory details of the school access and to safeguard the safety of pupils and staff of the school.*

19. The development hereby permitted shall only be undertaken in strict accordance with drainage details, incorporating a Sustainable Drainage System (SUDS) where possible 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 drainage system shall achieve a greenfield run rate. 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

Reason *To ensure that adequate drainage facilities are available for the satisfactory and proper development of the site in accordance with policies EM1, EM4 and EM5 of the Coventry Local Plan 2017, the emerging Local Plan and Coventry City Councils adopted Supplementary Planning Document for Delivering a More Sustainable City.*

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

Reason *Having regard to the design, layout and general nature of the proposed development it is important to ensure that no further development is carried*

out which would detract from the appearance of the area and affect the amenity of adjacent properties. Therefore, no additional development is to be carried out without the permission of the Local Planning Authority in accordance with Policies H3 and DE1 of the Coventry Local Plan 2017 and the emerging Local Plan.