

<b>Planning Committee Report</b>	
<b>Planning Ref:</b>	PL/2025/0001475/FUL
<b>Site:</b>	1a The Riddings
<b>Ward:</b>	Earlsdon
<b>Proposal:</b>	Erection of new dwelling (self-build)
<b>Case Officer:</b>	Grace Goodman

## **INTRODUCTION**

The planning application is for a replacement dwelling (self-build) and outbuilding within Canley Gardens. The application has received more than 5 letters of objection.

## **RECOMMENDATION**

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

## **REASON FOR DECISION**

The proposal is acceptable in principle and will not result in any significant impact upon neighbour amenity, highway safety, or ecology, and will provide a satisfactory residential environment, subject to relevant conditions.

## **SITE DESCRIPTION**

The application site is occupied by a detached dwelling, located within a residential area, opposite Bates Road and on the south side of The Riddings. The existing property is a steeply pitched dormer bungalow with various additions including a flat roof garage projecting to the front. There is no distinct style of property in the locality with a mixture of dormer bungalows and two storey dwellings. Adjacent to the property lies a public footpath leading to Canley Ford and to the rear is Hearsall Golf Course. The site is generally flat except on the left-hand side adjacent to the public footpath is a 2m wide elevated section of the garden.

## **APPLICATION PROPOSAL**

The application is for erection of a new dwelling to replace the existing dormer bungalow. The dwelling will be a total of 12.2m wide by 14m deep. A central steeply pitched gable with low eaves is proposed with a two-storey element to either side. To the east side the two-storey element is the full depth of the dwelling but on the west side it is set back 6m behind a single storey flat roofed element. A central gable is proposed to the rear which replicates that to the front elevation with a smaller flat roofed single storey element to either side. The dwelling will be sited 1.7m forward of the existing dwelling and the overall ridge height will be no higher than the existing at 6.75m high, above floor level.

The proposal includes an outbuilding to the front to replace the existing garage and will be 3.3m wide by 5.32m with a pitch roof height of 3.6m.

## **PLANNING HISTORY**

None relevant

## **POLICY**

### **National Policy Guidance**

National Planning Policy Framework (NPPF) December 2024.

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 6<sup>th</sup> December 2017. Relevant policy relating to this application is:

Policy DE1 Ensuring High Quality Design;  
Policy DS3: Sustainable Development;  
Policy H3: Provision of New Housing;  
Policy H5: Managing Existing Housing Stock;  
Policy H9: Residential Density  
Policy AC1: Accessible Transport Network  
Policy AC3: Demand Management  
Policy AC4: Walking and Cycling  
Policy EM1: Planning for Climate Change Adaptation  
Policy EM2: Building Standards  
Policy EM3 Renewable Energy Generation  
Policy EM5 Sustainable Drainage Systems (SuDS)  
Policy GE1: Green Infrastructure  
Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation

### **Emerging Local Policy Guidance – Local Plan Review submitted to Planning Inspectorate for examination on 9<sup>th</sup> September 2025**

Local Plan review is currently at Reg 19 consultation. Relevant emerging policy relating to this application is:

Policy DE1 Ensuring High Quality Design;  
Policy DS3: Sustainable Development;  
Policy H3: Provision of New Housing;  
Policy H5: Managing Existing Housing Stock;  
Policy H9: Residential Density  
Policy AC1: Accessible Transport Network  
Policy AC3: Demand Management  
Policy AC4: Active Transport Provision including Walking, Cycling and Micro Mobility  
Policy EM1: Planning for Climate Change Adaptation  
Policy EM4: Flood Risk Management  
Policy EM5: Sustainable Drainage Systems (SuDS)  
Policy EM11: Energy Infrastructure  
Policy EM13: Overheating in new buildings

Policy EM14: Embodied carbon and waste  
Policy GE1: Green Infrastructure  
Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation

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

SPD Householder Design Guide  
SPD Design Guidelines for New Residential Development  
SPD Delivering a More Sustainable City  
SPD Coventry Connected  
SPD Energy  
SPD Householder Design Guide

**CONSULTATION**

No objections subject to conditions have been received from:

- Trees

**Neighbour consultation**

Immediate neighbours and local councillors have been notified.

20 initial letters of objection were received. Following revision to the application and a change in description to a new dwelling rather than an extension a further 5 objections were received.

The following material planning considerations were raised:

- Overdevelopment
- Out of keeping
- Loss of privacy
- Parking issues/insufficient parking
- Impact on trees

Non-material planning matters raised include

- Water pipe within the site protected by an easement

With regards to these representations, they were received from addresses within The Riddings or Bates Road.

An objection has also been received from Cllr Sandu.

Any further comments received will be reported within late representations.

**APPRAISAL**

The main issues in determining this application are principle of development, design, neighbouring amenity, highway considerations and landscape trees and ecology. The relevant policy text(s) for each issue are included in the Policy Appendix at the end of the report.

## **Principle of development**

In this instance the principle of development is considered to be acceptable under Policy H3 of the adopted Coventry City Council Local Plan (2017) as it will provide a replacement dwelling within an established residential area which is served by local amenities. Policy H3 seeks to ensure a suitable location for new housing and the creation of an appropriate and acceptable residential environment.

The application site is located within the urban area of Coventry which is the primary focus for development within the city. Due to the sustainable location of the proposed development, it is therefore considered that the application is acceptable in principle subject to all planning matters being appropriately addressed. The erection of a dwelling would be compatible with the adjoining residential uses. Whilst the principle is therefore established, the relevant material planning considerations are discussed within the succeeding sections of this report.

## **Design**

All development proposals are expected to consider the local distinctiveness and identity of the site but also have regard to opportunities to enhance the local built and natural environment through new development. The application proposes a replacement dwelling which is substantially larger than the existing but has been designed to reflect the existing design and character. The design will be similar to the appearance of the existing dwelling with a feature gable at the front of the property and two storey wings to the sides.

The single storey front/side element on the west side will have a flat roof, and although a pitched roof would be preferable, in this instance it has been designed to minimise the impact on the neighbouring property and in this case as the outbuilding to the front of the extension will have a pitched roof, the flat roof extension will be mostly obscured from view. Therefore, the overall scale, design and materials of the replacement dwelling and garage are considered to have an acceptable impact on the visual amenities of the locality.

## **Neighbouring amenity**

At the rear, the proposed dwelling would have a lesser projection at ground floor than the existing and similar massing at first floor adjacent to the boundary with No. 1 The Riddings and as such would have little additional impact. The proposal initially had the potential to result in loss of light to the side windows of No. 1 The Riddings but as the front/side corner is now only single storey with a flat roof, there is considered to be very limited impact.

The proposal is not considered to adversely impact No. 27 Bates Road, as although there are windows facing the property, these will be obscured glazed and there will be a separation distance of at least 15m and therefore no unacceptable overshadowing or overlooking to No. 27 Bates Road.

The proposed outbuilding is not considered to increase the impact upon neighbouring properties as it will not project any further forward than the existing garage, although there will be a marginal increase in height by 0.2m. Therefore, the proposals will not result in overshadowing to the neighbouring property No.1 The Riddings.

### **Highway considerations**

The existing highway access is not changing except for expansion of the hardstanding area which will provide 3 parking spaces on site which is considered sufficient for a dwelling of this size and in accordance with the Appendix 5 parking standards. Therefore, the proposal will not result in an unacceptable impact on the surrounding highway network from the perspective of the level of traffic being generated, the capacity of the highway, or road safety and is therefore considered to be acceptable in highway terms.

### **Landscape/Trees**

The site is bounded by mature hedging and trees to the side boundary with the footpath and to the rear. Whilst these are not directly impacted by the development it is necessary to ensure that they are protected during construction, and a condition is recommended to this effect.

### **Ecology**

The applicants have indicated that the site is a self/custom build unit and thereby exempt from the requirement for at least a 10% uplift in biodiversity net gain. A landscaping condition is recommended to ensure that the site is appropriately landscaped following construction of the dwelling.

### **Equality Implications**

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

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

- a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

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

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

### **Conclusion**

The proposed development is considered to be acceptable in principle and will not result in any significant impact upon neighbour amenity, highways safety, ecology, or trees subject to relevant conditions. The reason for Coventry City Council granting planning permission is because the development is in accordance with: Policies DE1, AC1, AC3, H3, H5, E1, GE3, DS3 of the Coventry Local Plan 2017 and the emerging Local Plan Policies, together with the aims of the NPPF.

### **POLICY APPENDIX**

National Planning Policy Framework (NPPF) December 2024.

Coventry Local Plan 2017 & Emerging Local Policy  
Supplementary Planning Guidance/ Documents (SPG/ SPD):

*The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that is relevant, proportionate and necessary to do so. 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".*

**Principle of development**

*The NPPF 2024, paragraph 11, states that "Plans and decisions should apply a presumption in favour of sustainable development. For Decision Making, this means:-*

- c) approving development proposals that accord with an up-to-date development plan without delay; or*
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date , granting permission unless: i. the application of policies in this Framework that protect areas or assets of particular importance provides a 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.*

**Design**

*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”.*

### **Neighbouring amenity**

*Policy DE1 and H5 seek to ensure that developments are designed to minimise any detrimental impact to the amenity of neighbouring occupiers, or indeed future occupiers of the site and the adopted a Householder Design Guide sets out design principles, which are a material planning consideration in the determination of this application.*

### **Highway considerations**

*Policy AC1 ‘Accessible Transport Network’ states that development proposals which are expected to generate additional trips on the transport network should: a) Integrate with existing transport networks including roads, public transport and walking and cycling routes to promote access by a choice of transport modes. b) Consider the transport and accessibility needs of everyone living, working or visiting the city. c) Support the delivery of new and improved high quality local transport networks which are closely integrated into the built form. d) Actively support the provision and integration of emerging and future intelligent mobility infrastructure.*

*Policy AC3 of the Local Plan acknowledges that the provision of car parking can influence occurrences of inappropriate on-street parking which can block access routes for emergency, refuse and delivery vehicles, block footways preventing access for pedestrians, reduce visibility at junctions and impact negatively on the street scene. Proposals for the provision of car parking associated with new development will be assessed on the basis of parking standards set out in Appendix 5. The car parking standards also include requirements for the provision of electric car charging and cycle parking infrastructure.*

*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.*

### **Ecology/Landscape/trees**

*Policy GE3 of the Coventry Local Plan and the emerging Coventry Local Plan states that Sites of Special Scientific Interest (SSSIs), Local Nature Reserves (LNRs), Ancient*

*Woodlands, Local Wildlife and Geological Sites will be protected and enhanced. Policy GE3 establishes that developments should provide a net gain and where this is not possible provide some form of offsetting.*

## CONDITIONS/REASONS

1.	The development hereby permitted shall begin not later than 3 years from the date of this decision.
<b>Reason</b>	<i>To conform with Section 91 of the Town and Country Planning Act 1990 (as amended)</i>
2.	<p>The development hereby permitted shall be carried out in accordance with the following approved plans:  Proposed Floor Plans DWG BR04 Rev D</p> <p>Proposed Elevations DWG BR06 Rev D</p> <p>Outbuilding Floor Plan and Elevations DWG BR08 Rev A</p> <p>Tree protection barrier DWG BR02-E</p>
<b>Reason</b>	<i>For the avoidance of doubt and in the interests of proper planning.</i>
3.	<p>No development or other operations (including any demolition, site clearance or other preparatory works) shall commence unless and until the tree protection measures identified in the approved application documentation have been put into place in strict accordance with the approved details and thereafter they shall remain in place during all construction work. In addition no excavations, site works, stock piling, trenches or channels shall be cut or pipes or services laid, no fires shall be lit within 10 metres of the nearest point of the canopy or root protection area of any protected tree(s); no equipment, machinery or structure shall be located within this zone; no mixing of cement or use of other contaminating materials or substances shall take place within, or close enough to, a root protection area that seepage or displacement could cause them to enter a root protection area or any other works carried out in such a way as to cause damage or injury to the tree(s) by interference with their root structure and that no soil or waste shall be deposited on the land in such a position as to be likely to cause damage or injury to the tree(s).</p>
<b>Reason</b>	<i>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.</i>
4.	No development (including any demolition) shall take place unless and until a Construction Management Plan (CMP) has been submitted to and

	<p>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; - 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 minimise noise disturbance to neighbouring properties during demolition and construction. Thereafter, the approved details within the CMP shall be strictly adhered to throughout the construction period and shall not be amended in any way.</p>
<b>Reason</b>	<p><i>The agreement of a Construction Management Plan prior to the commencement of development is fundamental to ensure a satisfactory level of environmental protection; to minimise disturbance to local residents and in the interests of highway safety during the construction process in accordance with Policies [EM7], AC1 and AC2 of the Coventry Local Plan 2017 and the emerging Local Plan.</i></p>
<b>5.</b>	<p>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.</p>
<b>Reason</b>	<p><i>To ensure that the proposed development has a satisfactory external appearance in the interests of the visual amenities of the area in accordance with Policy DE1 of the Coventry Local Plan 2017 and the emerging Local Plan.</i></p>
<b>6.</b>	<p>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 [INSERT DEVELOPMENT] 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</p>

	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.
<b>Reason</b>	<i>To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policies GE1 and DE1 of the Coventry Local Plan 2017 and the emerging Local Plan.</i>
<b>7.</b>	The dwelling hereby permitted shall be erected and occupied as a self-build property only in full accordance with the definition contained within Section 1(A1) the Self Build and Custom Housebuilding Act 2015 (as amended).
<b>Reason</b>	<i>As the development would not meet the requirements of Policy GE3 and the requirements of the Town and Country Planning Act 1990 (as amended) by the Environment Act 2021 if it was not restricted to self-build housing.</i>
<b>8.</b>	Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any statutory instrument amending, revoking and/or replacing that Order, no further development shall take place within the curtilage of the dwellinghouse hereby permitted without the prior grant of planning permission by the Local Planning Authority.
<b>Reason</b>	<i>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.</i>
<b>9.</b>	The dwelling hereby permitted shall not be occupied unless and until the car parking provision for that dwelling has been constructed and / or laid out and made available for use by the occupants and / or visitors to the dwelling and thereafter those spaces shall be retained for parking purposes at all times and shall not be removed or altered in any way.
<b>Reason</b>	<i>To ensure the satisfactory provision of off-street vehicle parking facilities in accordance with the Council's standards and in the interests of highway safety and the satisfactory development of the site in accordance with Policies AC1,AC2 and AC3 of the Coventry Local Plan 2017 and the emerging Local Plan.</i>
<b>10.</b>	The outbuilding hereby permitted to be erected shall be used only for a purpose incidental to the residential use of the application property and the

	outbuilding shall not be used as primary living accommodation or for the purpose of any trade or business.
<b>Reason</b>	<i>To ensure that the outbuilding is not used in a manner prejudicial to or likely to cause nuisance to occupiers of nearby properties in accordance with Policies DE1 and EM1 of the Coventry Local Plan 2017 and the emerging Local Plan.</i>
<b>11.</b>	Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any statutory instrument amending, revoking and/or replacing that Order, the first floor windows to be formed in the east facing elevation of the dwelling hereby permitted shall only be glazed or re-glazed with obscure glass and any opening part of any window will be at least 1.7m above the floor of any room in which the window is installed
<b>Reason</b>	<i>In the interests of the amenities of the occupiers of nearby properties in accordance with Policy DE1 of the Coventry Local Plan 2017 and the emerging Local Plan.</i>
<b>12.</b>	Any gas boilers installed on site shall have a dry NOx emission rate of no more than 40mg/kWh. One electric vehicle recharging point per dwelling shall be provided prior to occupation and shall not be removed or altered in any way and shall be kept available for such use by residents at all times.
<b>Reason</b>	<i>To mitigate the impacts of development on air quality in accordance with Policy DS3 of the Coventry Local Plan 2017, the emerging Local Plan and the aims and objectives of the NPPF.</i>