

Planning Committee Report	
Planning Ref:	PL/2026/0000017/FUL
Site:	The Auction House (Former Bell Inn), Station Avenue, Coventry, CV4 9HS
Ward:	Tile Hill & Canley
Proposal:	Erection of two three-bed dwellings (Use Class C3) on land adjacent to the public house, new access off Station Avenue, with associated parking and landscaping, including reconfiguration of public house car park with a new vehicular access.
Case Officer:	Richard Edgington

INTRODUCTION

The application is a re-submission of a previous application (ref. PL/2025/0001258/FUL), which was refused. It seeks to obtain consent for the erection of two residential dwellings and associated access and parking area, with a re-configured car park and access point to serve the public house. Planning permission was previously refused in August 2025 due to highways and design issues identified within the application. This application seeks to address the previous reasons for refusal by amending the layout and re-siting the access point. Since the submission of the application a road safety audit has been provided, and highways are now satisfied that the highway elements are acceptable. Amendments were also made to the layout which are considered to address the previously identified design issues.

The application is now recommended for approval and has been referred to planning committee due to more than five objections having been received.

RECOMMENDATION

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

REASON FOR DECISION

The application is being recommended for approval as the proposed development is deemed acceptable in principle and relevant considerations including; highways, design, layout, amenity and drainage are deemed acceptable and in accordance with relevant sections of the adopted and emerging local plans together with the principles of the National Planning Policy Framework (2024).

SITE DESCRIPTION

The application site relates to the Auction House Public House, formerly known as the Bell Inn, located off Station Avenue to the west of the city centre. The site lies within the Station Avenue Local Centre as identified on the adopted Local Plan's policy maps. The building is locally listed and has a longstanding use as a public house. There is a seating area to the frontage, further external seating areas to the rear, and to the southern part of the site lies the associated car park which is enforced/managed by a third party.

Beyond the site to the south lies a pharmacy with four further small commercial/service units beyond. Along the eastern boundary of the site lies a thin band of established landscaping softening the expanse of the car park from Station Avenue, the landscaping contains both trees and hedges which form part of the wider character of the area.

The car park itself is laid to tarmac, and the area to the north of the car park (in the location of the proposed public house access) contains permanently sited concrete bollards precluding cars parking or entering the site in this location. The entrance to the car park itself is near to the south of the site. Outside of the site, the western side of Station Avenue does not have parking restrictions and as observed by the case officer is frequently used as parking provision for surrounding uses which rely on a part on/off kerb arrangement. In front of the public house to the north 10m from the bollards lies a marked-out bus stop with shelter.

To the west of the site (behind the public house building when viewed from Station Avenue), lies a former area of car parking associated with the pub which was removed in around 2019/20 to implement planning permission FUL/2018/1812 which provided a pair of semi-detached dwellings to the rear of the pub with access/frontages off Conway Avenue. When considering wider site constraints, as noted above the public house is locally listed, and the entirety of the site is within the designated local centre. It should be noted the site lies within an Air Quality Management Area (which is city wide) and lies entirely within flood zone 1. No other site constraints are relevant in the determination of this application.

APPLICATION PROPOSAL

The application as proposed seeks consent for the erection a pair of two storey dwellings, each providing a three-bedroom dwelling house unit with associated parking area, amenity space and landscaping. The dwellings will be mirrored with each elevation matching with the same layout internally providing 96 sq. m of internal floor space; plot 1 will have an amenity space area of 64 sq. m with plot 2 providing 85 sq. m. The dwellings are proposed to be finished in a part brick, part render finish and will have a ridge height of 8m.

To facilitate the development a proposed new access is sought for the retained public house car park which also forms part of this application. The application is a re-submission of application PL/2025/0001258/FUL which was refused for the following reasons;

1) The contrived layout of the proposed access for the public house fails to consider the needs of vehicle movements entering and leaving the site or take into account surrounding factors inclusive of the; presence of the bus stop, landscaping, on-street parking, and use of the 180-degree turning point by domestic and commercial vehicles. The resulting access proposal is deemed to be detrimental to the safety of highway users and exhibits a poor-quality design which would have wider implications upon the surrounding area, contrary to Policies AC1, AC2, AC3 and DE1 of the adopted Coventry Local Plan 2017 and emerging Local Plan.

2) By virtue of the inappropriate siting of the dwellings in relation to the wider site/street scene, the development fails to adequately respond to the physical context of the site

and pays little regard to the wider built form and street scene which would be negatively impacted through the addition of the dwellings in a relatively isolated position within the site, failing to enhance the surrounding environment, contrary to Policy DE1 of the adopted Coventry Local Plan 2017, emerging Local Plan and Paragraph 135 of the National Planning Policy Framework (2024).

RELEVANT PLANNING HISTORY

The most relevant/recent applications are set out as follows:

Application Number	Description of Development	Decision and Date
PL/2025/0001258/FUL	Erection of two three-bed dwellings on land adjacent to the public house, utilising existing access off Station Avenue, with associated parking and landscaping, including reconfiguration of public house car park with a new vehicular access	Refused 20 th August 2025
FUL/2022/2593	Erection of a community noticeboard	Granted 20 th March 2023
FUL/2018/1812	Erection of two dwellings with associated access and parking	Granted 21 st August 2018
FUL/2018/0134	Erection of two dwellings and creation of new access	Refused 29 th March 2018

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 6th December 2017. Relevant policy relating to this application is:

- Policy AC1: Accessible Transport Network
- Policy AC2: Road Network
- Policy AC3: Demand Management
- Policy AC4: Walking and Cycling
- Policy H1: Housing Land Requirements
- Policy H3: Provision of New Housing
- Policy H5: Managing Existing Housing Stock
- Policy DE1: Ensuring High Quality Design
- Policy EM1: Planning for Climate Change Adaptation
- Policy EM2: Building Standards

- Policy EM4: Flood Risk Management
- Policy EM5: Sustainable Drainage Systems (SuDS)
- Policy GE1: Green Infrastructure
- Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation
- Policy GE4: Tree Protection
- Policy HE2: Conservation and Heritage Assets
- Policy R3: The Network of Centres

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

The Local Plan review is currently at Examination. Relevant emerging policy relating to this application is:

- Policy AC1: Accessible Transport Network
- Policy AC2: Road Network
- Policy AC3: Demand Management
- Policy AC4: Walking and Cycling
- Policy H1: Housing Land Requirements
- Policy H3: Provision of New Housing
- Policy H5: Managing Existing Housing Stock
- Policy DE1: Ensuring High Quality Design
- Policy DE2: Delivering High Quality Places
- Policy EM1: Planning for Climate Change Adaptation
- Policy EM2: Building Standards
- Policy EM4: Flood Risk Management
- Policy EM5: Sustainable Drainage Systems (SuDS)
- Policy GE1: Green Infrastructure
- Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation
- Policy GE4: Tree Protection
- Policy HE2: Conservation and Heritage Assets
- Policy R3: The Network of Centres

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

- Air Quality SPD
- Coventry Connected SPD
- New Residential Development Design Guide SPD
- Biodiversity Net Gain SPD
- Householder Design Guide SPD

CONSULTATION

Conservation: No comments received.

Ecology: No objection, subject to conditions.

Environmental Protection: No objection, subject to conditions.

Highways: No objection, subject to conditions.

Lead Local Flood Authority: Objection, whilst no objections are raised in principle further information in respect of a detailed drainage design are required.

Neighbour Consultation

Immediate neighbours and local councillors have been notified; a site notice was posted on 26th January 2026.

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

- a) Exacerbate existing parking issues
- b) Detrimental impact upon surrounding highway network
- c) Resident permit schemes required in area
- d) No mention of the building being locally listed
- e) Loss of privacy and resultant overlooking
- f) Out of character with area

With regards to these representations, *all* were received from addresses within *1km* of the application site.

Any further comments received will be reported within late representations.

APPRAISAL

The issues in determining this application are principle of development, the impact upon the character of the area, the impact upon neighbouring amenity/noise, highway considerations, drainage and ecology/landscaping. The relevant policy text for each issue is included in the Policy Appendix at the end of the report.

Principle of Development

Policy H3 is the principle policy for new dwellings within the city, H3 sets out that new dwellings must provide for a high-quality residential environment with sufficient access and amenity space. Development proposals should also be located conveniently for amenities including; medical services, city/district centre, school, recreational facilities, a bus stop and green space. In this instance the application site lies within an established residential area which is well served by established local facilities.

It is also noted that the site lies within the designated centre of Station Avenue as identified in the adopted Local Plan. The local centre provides a number of stores and conveniences including a small supermarket, cafe's, petrol station, pharmacy, hairdressers etc and the Auction House Public House (formerly the Bell Inn). Given the siting within the local centre, regard is also given to Policy R3, Part 2 (c) of which states that within local centres a residential element will be promoted and encouraged, subject to the creation of a satisfactory residential environment and so long as it does not undermine the functionality of the centre. In this case, Station Avenue is one of the smaller centres within the city, but benefits from having a high occupancy rate among retail premises/uses. There are examples of first floor and even two storey residential units within the local centre, and the eastern side of Station Avenue contains a number of residential dwellings, which extends to the south on both sides of the road, thereby

being residential in nature. It is therefore considered that residential development is acceptable in principle when affording weight to the delivery of homes, and promoting the efficient use of land, the proposal would also not impact the vitality of any of the retail units within the centre.

No other overarching site constraints would likely preclude the principle of residential development in this established mixed-use area. Given the absence of any constraint, it is considered that the principle of development on the site is acceptable. This is however subject to compliance with all other relevant material planning considerations that are discussed in the succeeding sections of this report.

Character and Appearance

In this case the application seek consent for the erection of two dwelling houses which whilst modern, integrate a more traditional style frontage with the use of small, pitched gables over the first-floor master bedroom window, and split window features, the materiality includes brick design features and render, with a front wall and gate feature further complementing the design of the dwellings themselves. The building designs are deemed to be positive and respond well to the wider character and appearance of the area. It should be noted that previously, the application was refused owing to the poor siting of the dwellings which were effectively isolated within the car park with parking either side of the proposed dwellings. The amendments alter this by moving the access/parking to the north of the dwellings, which provide some separation between the pub car park and side elevation of the dwellings. Whilst the location adjacent to a car park is not unacceptable in principle, previously the dwellings appeared incongruous within the Street scene. The amended scheme, with the dwellings located 3.3m from the side elevation of the neighbouring pharmacy appear more of a coherent part of the street scene which aligns more positively with the wider pattern of development. No concerns are raised with respect of the setting of the locally listed public house.

Within the proposals it is noted that both refuse and cycle storage areas are located within the site for occupiers which is deemed positive. Overall, when considering the design of the dwellings as proposed in isolation the previous reason for refusal is deemed largely addressed in this respect. Whilst the wider design was also previously of concern with regards the location of the access to the retained public house car park, which was to the north, the amendments in this case are deemed albeit on balance to be acceptable given that highways no longer raise an objection to the application. The balance therefore weighs in favour of the development. It is considered that further information will be required in respect of materials, landscaping and boundary treatments, all of which have duly been secured via condition. With these conditions attached the application is deemed on balance to be acceptable.

Residential Amenity/Noise

Policies H3 and DE1 seek to ensure that development proposals for new residential development provide a quality environment for future occupiers and do not have a detrimental impact upon neighbouring residents. In this case objections have been received with respect to overlooking and loss of privacy were the dwellings to be delivered. When considering the impact in respect of overlooking/privacy, there is a requirement for two storey dwellings to have a minimum separation distance of at least

30m when taken from a first-floor window, reducing to 13m from rear to side. In this case, the dwellings sit in excess of 35m from the dwellings to the rear and are therefore in excess of this requirement. When considering the side-to-side relationship with the first-floor window to the nearest property (above the pharmacy to the south), there is only one small window (which appears secondary) at first floor level. With the amended proposals as submitted the dwellings will be sited 3.3m from the side elevation of the pharmacy and flat above, this will significantly impede the light and outlook of the window. However, given that this is secondary this is not deemed to be unacceptable.

Considering the amenity aspects for future occupiers of the application site, it is noted that the site meets the minimum standards within the Nationally Described Space Standards, as set out above, as do the rear gardens. Further information is however required in respect of noise impacts associated with the development. The siting of the properties directly adjacent to the public house car park, and on a busy route will require a noise assessment to ensure that future occupiers of any site have a quality living environment which is not undermined by noise or pollution issues. Anticipated mitigation measures would likely be in the form of trickle vents or similar on front facing windows, this has however duly been secured via condition together with a construction and environmental management plan to minimise disruption to neighbouring residents during the construction phase as far as possible.

Highways

As previously indicated, within the description of development the previous planning application was refused for the following reason;

'The contrived layout of the proposed access for the public house fails to consider the needs of vehicle movements entering and leaving the site, or take into account surrounding factors inclusive of the; presence of the bus stop, landscaping, on-street parking, and use of the 180 degree turning point by domestic and commercial vehicles. The resulting access proposal is deemed to be detrimental to the safety of highway users and exhibits a poor quality design which would have wider implications upon the surrounding area, contrary to Policies AC1, AC2, AC3 and DE1 of the adopted Coventry Local Plan 2017 and emerging Local Plan'.

As the reason for refusal sets out, it was considered that the location/siting of the previous access resulted in a contrived arrangement which resulted in a detrimental impact upon highway safety. This application seeks to address the previous reason for refusal by omitting the previous access point and creating a new access into the car park further to the south of the site, with the new dwellings parking area being accessed from a further crossing point 18.9m (not the 25m referenced within the transport note) to the south within a location similar to the existing car park. When considering the new access arrangement, it is noted that the solution is materially different from that previously proposed and has duly been considered in full by the Local Planning Authority in consultation with the Local Highway Authority.

The applicants have sought to address previous concerns raised in respect of vehicle parking; the technical note firstly states that the number of spaces within the pub car park are not required to exceed 17 spaces, and as such with the twenty spaces provided this would be deemed to be more than sufficient for users of the public house. This assessment has been made on the basis of beat surveys undertaken over three

consecutive days in November (7th - 9th) 2025. The surveys also included beat surveys taken over the same period of time for on street provision within 200m of the application site. Highways have accepted the results of the surveys together with an updated technical note which has also been supplemented by a Stage 1 Road Safety Audit (RSA).

The submitted RSA provides an audit of the issues with the proposed access arrangement. The recommended actions by the applicant's transport consultant identified two actions for (summarised);

- Impact of on-street parking with achieving a safe and suitable access
- Maintaining visibility splays

The required actions include the completion of further RSA's and the installation of parking controls within Station Avenue. When weighing the benefits of the delivery of two dwellings against the identified highway impacts, the council considers the balance now weighs in favour of the development. Highways have confirmed that no objections are raised but have indicated that consideration should be given to the implementation of parking restrictions in the vicinity of the proposed access as the Highway Authority cannot support pavement parking, which is currently an established practice along this section of Station Avenue. As such as part of the Section 278 (S278) process, parking restrictions and further RSA considerations will be addressed within the designer's response, with all associated details to be resolved at the detailed design stage ahead of first occupation. Taking the relevant highway matters into account the application is now deemed acceptable given highways are now satisfied that the previous reason for refusal has been addressed, subject to conditions and technical approval.

Drainage/Flood Risk

In this case the site lies wholly within flood zone 1 and is therefore deemed to be at the lowest risk of flooding. Unlike the previous application the LLFA have in this case responded to the application and raised a holding objection to the proposed development owing to the fact that no drainage information has been provided as part of the current application. However, whilst the objection is noted the Council considers it unreasonable to add an additional reason for refusal which was not previously appended. Indeed, it is considered that given that the site is primarily laid to hardstanding, the redevelopment is acceptable in principle and that a detailed drainage design could reasonably be secured via condition. As such, the case officer has engaged with the LLFA and agreed a condition which would allow for a consent to be issued, with the drainage design coming forward ahead of the commencement of the development. With this condition attached the application is deemed acceptable in this regard.

Ecology/Landscaping

The Environment Act 2023 requires development proposals to achieve a net gain of biodiversity within any qualifying planning application. In this case the site does not meet one of the exceptions set out under the PPG for negating any biodiversity net gain. The applicants have helpfully provided an ecological appraisal and completed biodiversity metric calculation which identifies that with the proposed changes within the submitted plans, the development would not result in any loss of biodiversity, indeed with the removal of the areas of hardstanding and additional incidental planting, the net gain which

would be achieved is 0.02 habitat units (taken from the DEFRA metric), which would equate to a 16.39% net percentage biodiversity gain of habitat units and a 61.54% net percentage biodiversity gain of hedgerow units. Therefore, the development will meet the mandatory 10% biodiversity net gain uplift.

The Council's Ecologist has been consulted and raises no objections to the development from a biodiversity perspective. Conditions have been appended to the decision securing details of external lighting and a Landscape and Ecological Management Plan.

With regards trees within the site, as set out within the site description the site does benefit from some arboricultural features around the car park, the majority of which will remain were planning permission granted, in accordance with Policy GE4 a landscaping condition has been appended to the decision together with provisions to retain existing trees where possible.

Equality Implications

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

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

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

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

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

Conclusion

The proposed development is considered to be acceptable in principle and will not result in any significant impact upon neighbour amenity, highway safety or ecology and is deemed acceptable in design terms, subject to relevant conditions. The reason for Coventry City Council granting planning permission is because the development is in accordance with: Policies AC1, AC2, AC3, AC4, H3, DE1, EM4, EM5, GE1, GE3 and R3 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):
 - New Residential Design Guide

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.

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 NPPF 2024 the Council can demonstrate a 5.91- year housing land supply as of 31st March 2025.

Impact on visual amenity

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

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”.

Policy H4 of the Local Plan requires proposals for residential development to include a mix of market housing which contributes towards a balance of house types and sizes across the city.

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.

Flood Risk

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

Air quality

Policy EM7 states that major development schemes should promote a shift to the use of sustainable low emission transport to minimise the impact of vehicle emissions on air quality.

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.

CONDITIONS/REASONS

1.	The development hereby permitted shall begin not later than 3 years from the date of this decision.
Reason	<i>To conform with Section 91 of the Town and Country Planning Act 1990 (as amended)</i>
2.	The development hereby permitted shall be carried out in accordance with the following approved plans: Biodiversity Net Gain Assessment Planning Statement Street Scene Context Plan Proposed Elevations DWG 103 P3 Proposed Floor Plan DWG 102 P3 Location Plan DWG 100 P5 Highways Technical Note. 2510-033/TN/01. Dated February 2026 Block Plan DWG 101 P7 Road Safety Audit
Reason	<i>For the avoidance of doubt and in the interests of proper planning.</i>
3.	Prior to the commencement of the development hereby permitted, a scheme shall be submitted to and approved in writing by the Local Planning Authority (LPA) for the provision of a Sustainable Urban Drainage System (SuDS) in

	accordance with the latest available design guidance. The submission shall include all relevant details and calculations to enable a full evaluation to be undertaken. The drainage details shall be installed in full accordance with the approved documentation prior to occupation of the development and thereafter shall be maintained and shall not be removed or altered in any way.
Reason	<i>To ensure that adequate drainage facilities are available for the satisfactory and proper development of the site in accordance with policies EM1, EM4 and EM5 of the Coventry Local Plan 2017 and Coventry City Council's adopted Supplementary Planning Document for Delivering a More Sustainable City.</i>
4.	Any gas boilers installed on site shall have a dry NOx emission rate of no more than 40mg/kWh. One electric vehicle recharging point per dwelling shall be provided prior to occupation and shall not be removed or altered in any way and shall be kept available for such use by residents at all times.
Reason	<i>To mitigate the impacts of development on air quality in accordance with Policy DS3 of the Coventry Local Plan 2017, the emerging Local Plan and the aims and objectives of the NPPF.</i>
5.	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 trees or shrubs 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, trees and shrubs 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	<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>

6.	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	<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>
7.	Prior to the first occupation of the development hereby permitted together with the detailed landscaping plan, details of hedgehog friendly fencing shall be submitted to and approved in writing by the Local Planning Authority. The planting and habitats created, and hedgehog fencing shall be fully installed in strict accordance with the approved details prior to the first occupation of the development.
Reason	<i>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.</i>
8.	Prior to the first occupation of the development hereby permitted a Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The content of the LEMP shall include the following: a) Description and evaluation of features to be managed; b) Ecological trends and constraints on site that might influence management; c) Aims and objectives of management, including mitigation and enhancement for species identified on site; d) Appropriate management option for achieving aims and objectives; e) Prescriptions for management actions; f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a ten-year period); g) Details of the body or organisation responsible for implementation of the plan, along with funding mechanism(s) for that body or organisation; h) Ongoing monitoring and remedial measures, including where monitoring shows that conservation aims and objectives of the LEMP are not being met. The LEMP plan shall be implemented in strict accordance with the approved details within three months of the first occupation of the development and thereafter shall not be withdrawn or amended in any way.
Reason	<i>In order to safeguard and enhance habitat on or adjacent to the site in order to secure an overall biodiversity gain in accordance with Policy GE3 of the Coventry Local Plan 2017 and the emerging Local Plan.</i>
9.	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; - 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 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	<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>
10.	No development shall commence unless and until a noise assessment has been submitted to and approved in writing by the Local Planning Authority. The noise assessment shall include results for LAeq, LA10, and LA90 noise descriptors, together with a calculated arithmetical average for the LAeq. The assessment will demonstrate by calculation that internal noise levels for the proposed residential property meet the 'Good' criteria set out in British Standard 8233 'Sound Insulation and Noise Reduction for Buildings' together with any mitigation measures that are required to achieve this. The report shall also demonstrate that outdoor garden and leisure areas associated with this development meet the 55dB limit as required by the World Health Organisation (WHO). Prior to the first occupation of the buildings any necessary mitigation measures shall have been implemented in full accordance with the recommendations of the noise assessment and thereafter shall not be removed or altered in any way.
Reason	<i>To protect the amenities of future occupiers from road traffic noise and general disturbance in accordance with Policy H3 of the Coventry Local Plan 2017 and the emerging Local Plan.</i>
11.	The dwellings hereby permitted shall not be occupied unless and until details of the proposed cycle storage have been submitted to and approved in writing by the Local Planning Authority. The cycle storage shall be installed in full accordance with the approved details prior to occupation the approved cycle

	storage shall be implemented, and shall be retained therein after and kept available for this use at all times.
Reason	<i>In the interests of encouraging the use of alternative modes of transport with the aim of creating a more sustainable city in accordance with Policies AC4 of the Coventry Local Plan 2017 and emerging Local Plan.</i>
12.	Prior to the first occupation of the proposed dwellings hereby approved the car parking area serving the proposed dwellings shall be provided in accordance with details to be submitted to and approved in writing by the Local Planning Authority and the car parking area shall not thereafter be used for any other purpose than the parking of vehicles.
Reason	<i>In the interests of highway safety and to ensure the free flow of traffic using the adjoining highway.</i>
13.	Prior to the first occupation of the dwellings hereby permitted, details of the footway crossing for the vehicular access to the dwellings shall be submitted to and approved in writing by the Local Planning Authority. Then prior to occupation the footway crossover shall be implemented, retained therein after and kept available for this use at all times.
Reason	<i>In the interest of highway and pedestrian safety and ensure the free flow of traffic using the adjoining Highway.</i>
14.	No work shall commence on the dwellings hereby permitted until details of the new footway crossing to the public house have been submitted to and approved in writing by the Local Planning Authority and the crossing shall be installed in full accordance with the approved details and retained therein after and kept available for this use at all times.
Reason	<i>In the interest of highway and pedestrian safety and ensure the free flow of traffic using the adjoining Highway.</i>
15.	No structures including vegetation shall be placed within the 2m x 2m pedestrian visibility splays relating to both accesses (serving the dwellings and public house) and then be retained thereafter and kept free from all obstructions exceeding 600mm.
Reason	<i>In the interests of highway and pedestrian safety and to ensure the safe and free flow of traffic using the adjoining highway.</i>