

Planning Committee Report	
Planning Ref:	PL/2023/0000197/FUL
Site:	Garage Block Rear of 152 to 174 Dillotford Avenue
Ward:	Cheylesmore
Proposal:	Demolition of existing garages and erection of two new dwellings with associated access, parking and landscaping.
Case Officer:	Grace Goodman

SUMMARY

This application seeks planning permission for the development of a brownfield site within a wholly residential area to provide two family homes. Vehicle and pedestrian access to existing adjacent dwellings is to be retained.

BACKGROUND

The application has been recommended for approval. The application has received 7 public representations objecting to the proposal and a petition.

KEY FACTS

Reason for report to committee:	Number of representations including a petition
Current use of site:	Former garage site, hardstanding, parking and access
Proposed use of site:	Residential
Proposed no of units	Two
Housing mix	2 No. 3 bedroomed affordable (Development by Citizen Housing)
Parking provision	Two spaces per unit

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 makes provision for necessary developer contributions.
- The proposal accords with Policies: DS3, H3, H4, GE3, GE4, DE1, AC1, AC2, AC3, AC4 of the Coventry Local Plan 2016, together with the aims of the NPPF.

SITE DESCRIPTION

The application site is located along an access road taken from Hele Road which consists of 9 garages along with additional off-street parking provision available along the south-western boundary. In addition to this a public footpath runs along Hele Road and provides rear access into residential amenity spaces of the properties along Dillotford Avenue and connects the site with Dillotford Avenue to the north and Watercall Avenue to the west. The residential properties surrounding the application site consist of two storey dwellings located to the north, south and west of the application site.

APPLICATION PROPOSAL

This application seeks full planning permission for the demolition of the existing garages and the erection of two new dwellings with associated access, infrastructure and open space to the entrance of the application site.

Plot Two would be sited to the front of the application site and benefits from an area approximately 218m² with the proposed dwelling occupying 56m² of land. The proposed dwelling would have a maximum height of 9 metres to the ridge with 5.9 metres to the eaves, there would be a maximum length of 7.6 metres with a maximum width of 7.6 metres.

The dwelling itself would be contain a wet room, living room with an open plan kitchen and dining room to the ground floor. The first floor would contain three bedrooms and a bathroom. Parking provision for two vehicles is proposed along with private amenity space.

Plot One would be sited to the rear of the application site and benefits from an area approximately 285m² with the proposed dwelling occupying 69m² of land. The proposed dwelling would have a maximum height of 9.8 metres to the ridge with 5.7 metres to the eaves, there would be a maximum length of 8.8 metres with a maximum width of 7.7 metres.

The dwelling itself would be contain a wet room, living room with an open plan kitchen and dining room to the ground floor. The first floor would contain three bedrooms and a bathroom whereas the second floor would benefit from a fourth bedroom with separate bathroom facilities and a store. Parking provision for two vehicles is proposed at the top of the turning head with private outdoor amenity space retaining the existing tree within the site.

PLANNING HISTORY

None

POLICY

National Policy Guidance

National Planning Policy Framework (NPPF) December 2023. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that is relevant, proportionate and necessary to do so. The NPPF increases the focus on

achieving high quality design and states that it is “fundamental to what the planning and development process should achieve”.

The National Planning Practice Guidance (NPPG) adds further context to the NPPF and it is intended that the two documents are read together.

Local Policy Guidance

The current local policy is provided within the Coventry Local Plan 2016, which was adopted by Coventry City Council on 6th December 2017. Relevant policy relating to this application is:

Policy DS1: Overall Development Needs

Policy DS3: Sustainable Development Policy

Policy H3: Provision of New Housing

Policy H4: Securing a Mix of Housing

Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation

Policy GE4: Tree Protection

Policy DE1 Ensuring High Quality Design

Policy AC1: Accessible Transport Network

Policy AC2: Road Network

Policy AC3: Demand Management

Policy AC4: Walking and Cycling

Supplementary Planning Guidance/ Documents (SPG/ SPD):

SPD Design Guidance for New Residential Developments

SPD Coventry Connected

CONSULTATION

No Objections received from:

- Housing and Policy Service
- Sustainability (Energy)
- Waste Management
- Seven Trent Water
- Archaeology

No objections subject to conditions/contributions have been received from:

- Local Lead Flood Authority
- Environmental Protection
- Tree Protection Officer
- Highways
- Ecology
- Urban Design and Landscape

Neighbour consultation

- Neighbour notification was sent in accordance with the Communications Record.
- Site notice posted on 26th May 2023.
- Neighbours notified and nine letters of objection has been received raising the following:

1. The properties are three storeys and will overlook neighbouring properties.
2. The design of the properties is out of keeping with the surrounding area.
3. The properties within the surrounding area are not 4 or 5 bed roomed so why do these need to be this size.
4. The current parking situation is dangerous and adding more traffic through the construction of homes would make it worse.
5. Allowing this will enhance the traffic and parking problems already experienced within the surrounding area.
6. The new residents will cause anti-social behaviour as do the existing residents this will make the area feel even more unsafe.
7. The size of the property, immediately to the rear of neighbouring properties, will result in increased noise, overlooking and overshadowing.
8. The property will be set only 1 metre off the common boundary of neighbouring properties.
9. The area has not been sealed as per the application and with all the entry's between the houses will be impossible to make it a safe area to build.
10. The design of the proposal will result in direct overlooking existing properties resulting in a loss of privacy.
11. This will result in an impact on the environment in terms of water, air and noise pollution.
12. Adequate waste management must be considered to ensure the hygiene of the area is not impacted upon and ensure water sources are not contaminated.
13. Factors such as light pollution, visual aesthetics, privacy and sense of space must be carefully considered to ensure no impact on mental health and well-being of existing residents.
14. Views of open space will be replaced with views of a brick wall.
15. Neighbouring properties are on lower ground which will mean the new dwellings will be able to look directly into properties and gardens.
16. The site is not large enough to support two properties with enough room for two cars to pass will endanger children using the area to play.
17. The proposal will result in a loss of light to the properties.
18. The loss of parking provision will mean residents and visitors will have to add to the congested roads made worse by being on a main bus route and with three schools.
19. The drainage systems cannot cope with lower properties previously flooding in adverse weather conditions.

In addition to the public consultation responses a petition has also been submitted to the Local Authority on behalf of Councillor R Brown containing 39 signatures. The submitted petitions relate to the following:

1. Increase in traffic and demand for parking
2. Safety concerns due to increased vehicle movements
3. Increase in anti-social behaviour, gatherings and litter
4. Overlooking and loss of privacy
5. Loss of light
6. Houses are unattractive and have a looming presence
7. Potential harm to trees
8. Negative effect on residents from construction, potential subsidence and flooding.

Within the letters received the following non-material planning considerations were raised, these cannot be given due consideration in the planning process:

- a) Devalue the existing residential dwellings
- b) Noise issues generated through the construction of the dwellings

Any further comments received will be reported within late representations.

APPRAISAL

The main issues in determining this application are principle of development, the impact upon the visual amenity, the impact upon residential amenity, highway considerations, and ecology.

1. Principle of development

1.1 The National Planning Policy Framework, 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 clear 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.”Footnote 8 to paragraph 11 confirms that this includes situations where the local authority cannot demonstrate a five year supply of deliverable housing sites.

1.2 The Coventry Local Plan was formally adopted on 6th December 2017. Since it was adopted, the Government introduced the Standard Method, a standardised way of calculating minimum housing need. As the Local Plan is now more than five years old the Standard Method is now the determining factor when considering local housing need. When using the Standard Method the Council is not able to demonstrate a five year housing land supply. As such, the tilted balance is engaged and therefore planning permission should be granted, unless “any adverse impacts of doing so would significantly and demonstrably outweigh the benefits” when assessed against the policies of the NPPF taken as a whole.

1.3 The application site is located within the Cheylesmore area of Coventry which is located within close proximity to the District Centre along Daventry Road and as such is considered to be a sustainable location for the proposed development. It is therefore considered that the application is acceptable in principle subject to all planning matters being appropriately addressed.

2. Impact on visual amenity

2.1 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.

2.2 The National Planning Policy Framework, paragraph 127 states that “Planning policies and decisions should ensure that developments:

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

2.3 The NPPF further states (at paragraph 130) “Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used).”

2.4 The SPD expects new residential development to respond to the size, shape and rhythm of surrounding plot layouts. The proposal would sit at odds with the typical positioning of properties in the area however the site is infill development, and the layout would be the most logical arrangement of the two properties to ensure space standards are met. Furthermore, the appearance of the proposed houses would be of a similar style to the properties in the area with half red brick and half white composite cladding as can be seen on Dillotford Avenue.

2.5 It is therefore considered that would not result in an adverse impact on the character and appearance of the surrounding area and in accordance with Policy DE1 of the Local Plan, New Residential Design Guide and Section 12 of the NPPF.

3. Impact on residential amenity

3.1 Policy DE1 of the Local Plan states that the impact and function of the development should be considered not just for the short term, but also for the lime time of the development. In addition, Paragraph 135 (f) of the NPPF states that proposals should maintain a high standard of amenity for existing and future users.

3.2 Representations received raised concerns regarding residential amenity and potentially overlooking, loss of privacy and loss of light. Whilst window to window distances from front and rear windows to adjacent properties would exceed the recommended 20 m distance in the residential SPD

Existing Occupiers

3.3 No. 152 – 174 Dillotford Avenue are located to the north/northeast of the application site and are two rows of terraced properties all of which benefit from rear amenity spaces enclosed by 2-metre-high boundary fences. There are a total of 3 windows in the side elevations of the new properties that will face the rear of Dillotford Avenue, however the windows would be obscure glazed at first floor and secondary in nature at ground floor. Given the secondary nature of the windows, combined with a separation distance of at least 12 metres it is therefore considered that there will be no materially adverse impacts on the occupiers of Dillotford Avenue in terms of loss of light, overbearing impact and loss of privacy.

3.4 No. 71 – 53 Ivybridge Road are located to the south/southwest of the application site and are five pairs of semi-detached properties with rear amenity spaces enclosed by a 2-metre-high boundary fences. The side elevations of the new properties facing the rear of Ivybridge Road would not contain any windows and would have a separation distance separated from the application site by at least 15.3 metres, as such there will be no materially adverse impacts on the occupiers of Ivybridge Road in terms of loss of light, overbearing impact and loss of privacy.

3.5 No. 150 Dillotford Avenue is located to the northwest of the application site and is an end terraced property with rear amenity spaces enclosed by a 2-metre-high boundary fence with 14m from the boundary of No. 150 to the nearest elevation on the application site.

3.6 Access through to Watercall Avenue and the rear of all properties long Dillotford Avenue would be retained via a hard surfaced area to the side of plot 1.

Proposed Occupiers

3.7 The SPD states that a minimum depth of 10 metres of rear garden will normally be required in the interest of achieving acceptable standards of daylighting, to minimise overshadowing and maintain privacy. In addition to this a minimum of 50m² of outdoor amenity space should be provided for a property occupying 3 or more persons.

3.7 The gardens proposed would vary in size. Plot 1 would have a generous garden (c.187 sq m) due to the space at the front and rear of the property to be enclosed and plot 2 (c. 118 sq m). This would exceed the 65 sq m SPD requirement and would provide for a good standard of amenity to future occupants due to the distance from adjoining properties.

3.8 Representations received refer to the potential for an increase in anti-social behaviour and littering as a result of the development. The Design and Access statement refers to the under use of the site and some areas being overgrown and littered. The

provision of dwellings would improve the appearance of the site, being beneficial to the wider area and would introduce an increased natural surveillance of the site.

3.9 A condition to secure a Construction Management Plan would be imposed to protect residential amenity during construction.

3.10 There would be no conflict with policy DE1 of the Local Plan, part 12 of the NPPF and adopted residential design SPD. The benefits arising from the development on this site would represent a moderate beneficial impact

4. Highway considerations

4.1 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.

4.2 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.

4.3 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.

4.4 For clarity a 3 and 4 and 5-bedroom dwelling would need to provide two parking spaces and two cycle spaces per plot in order to comply with Appendix 5 of the Local Plan. It is clear from the Site Plan provided that two parking spaces can be provided within the application site, whilst no provision for cycle spaces has been identified on the site plan. Whilst the application is not wholly compliant with the requirements of the Local Plan it is considered that the required cycle storage can be conditioned and as such would not be sufficient to warrant refusal of the application on these grounds.

4.5 The redevelopment of the site will cause some loss of parking, however most of the properties in the area have off street parking except for the properties along Dillotford Avenue that back onto the site. However, Dillotford Avenue and Hele Road both have

unrestricted on street parking available for the residents to use and thus the need for the parking on the garage court is low. The small loss of parking and not considered a reason to refuse the application due to the availability of other places to park and highways raise no objection to the proposals on this basis.

Access

4.5 The existing access junction to the site is wide with a large kerb radius for vehicles turning into the site, due to the nature of the development, a vehicle crossover should be provided as opposed to the bell mouth junction. This will then provide residents with an uninterrupted route; however, it also needs to be demonstrated that the required driver and pedestrian visibility splays can be provided and maintained at the vehicle access. The layout of the access junction in the vehicle tracking drawing is also different to that in the proposed site plan. The southernmost kerb radius would lead straight into a grassed area, with a 90o entry radius shown for vehicles turning left into the site from Hele Road, which is not acceptable for a vehicle access.

Servicing

4.6 A bin store has been proposed within the application site, near to the vehicular access. This should reduce the distance future occupants will have to carry waste.

4.7 Further to the submission of Proposed Site Layout (N1697/495/E) it has been confirmed by colleagues within the Highways Authority that the existing access onto Hele Road will be amended in order to create a dropped kerb as opposed to the bell mouth previously proposed. This has given priority to pedestrian movements and also been able to demonstrate that pedestrian visibility can be achieved at the access point.

4.8 In addition to this the location and layout of car parking spaces allocated to Plot 1 has been revised and addresses the previously raised concerns in relation to the proposal, along with the incorporation of a bin collection point in close proximity to the access to the site. It is therefore considered that following the revisions the Highway Authority have no objection to the proposal subject to the inclusion of appropriate conditions and informatives.

5. Ecology and biodiversity

5.1 The NPPF expects decisions to contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity. (Paragraph 180). Policy GE3 of the local plan and the Biodiversity SPD echoes this providing a gauge for this to be assessed.

5.2 The land is predominantly hard standing, with small amounts of amenity grassland, introduced shrub, and trees bordering the site and other properties, all trees will be retained by the development.

5.3 The application includes a Preliminary Ecological Assessment and Biodiversity Impact Assessment that calculates an 87% gain due to the creation of new garden spaces and the planting of new trees, a BNG is accepted. The new trees should be native fruit

5.4 Conditions are also requested to secure protected species mitigation for nesting birds, fencing adjustments for hedgehogs and the specific biodiversity enhancements.

6. Trees

6.1 The NPPF highlights that trees make an important contribution to the character and quality of urban environments and can also help to mitigate and adapt to climate change and seeks to retain existing trees where possible. The Trees and development SPD states that "preference should be given to retaining A and B category trees." Policy GE4 of the Local Plan supports development proposals where trees not to be retained as a result of development are replaced with new trees as part of a well-designed landscape scheme.

6.2 The layout allows for the retention of existing mature trees within the site which are considered to be attractive features within the locality. The Tree Protection Plan submitted is considered acceptable by the Tree Protection Officer provided that an Arboricultural method statement is submitted and approved in writing prior to any development commencing on site.

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.

Contaminated land

Policy EM6 seeks to ensure that redevelopment of previously developed land does not have a negative impact on water quality, either directly through pollution of surface or ground water or indirectly through the treatment of waste water by whatever means.

Air quality

With the city being declared an Air Quality Management Area since 2009 for nitrogen dioxide, primarily as a result of traffic related emissions, and the more recent Ministerial Direction that requires the city council to implement a package of measures to reduce nitrogen dioxide emissions to legal levels within the 'shortest possible time'. Policy AC1 of the Local Plan and Coventry Connected SPD requires the infrastructure for electric vehicles to be installed through planning condition; in this case one space per dwelling. The policies reflect paragraph 181 of the NPPF. This can be secured through a condition requiring electric vehicle charging points to be provided.

A CEMP has been requested in respect of vehicular emission and dust and dirt mitigation. This has been included as part of the CMP.

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.

Planning balance

The development would result in the delivery of housing by a registered provider that would contribute to the housing supply and affordable provision on previously developed land in a sustainable location which is supported in principle. On matters of detail due to the specific locational and design characteristics, whilst noting that the layout is not typical of the area, the proposal would overall deliver good design that respects the character of the area in accordance with development plan policies, the Residential Design Guidance SPD and the NPPF.

Due to the lack of a five-year housing land supply, the ‘tilted balance’ is engaged, whereby in applying the presumption in favour of sustainable development even greater weight should be accorded in the overall planning balance to the provision of new housing. There would be identifiable benefits from this small level of housing provision, with only a limited adverse impact in respect of loss of parking. The identified adverse impact would not significantly and demonstrably outweigh the benefits identified. Planning permission should therefore be granted.

Conclusion

The proposed development is considered to be acceptable in principle and will not result in any significant impact upon Visual Amenity, Residential Amenity, Highway Safety or Ecology, subject to relevant conditions and contributions. The reason for Coventry City Council granting planning permission is because the development is in accordance with relevant Policies of the Coventry Local Plan 2017, together with the aims of the NPPF.

CONDITIONS / REASON FOR REFUSAL

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:

	<p>Proposed Site Layout DWG 495-F Site Location Plan DWG 496-A Existing Site Plan DWG 497-A External Works Boundary Treatments DWG 498-B 4B Housetype DWG 1410-B 3B Housetype DWG 1412-A Existing Front Elevation DWG 2205 Plot 2 Existing Front Elevation DWG 2207 Plot 2 Proposed Front Elevation DWG 2208-B Existing Side Elevation DWG 2209 Proposed Side Elevation DWG 2210-C Sustainability Statement Transport Assessment Topographical Survey Biodiversity survey and report Ecological Appraisal and Biodiversity Impact Assessment Services Records Telecoms supplementary info Geo-Environmental Report Design and Access Statement Proposed Front Elevation DWG 2206-B Tree Protection Method Statement DWG 495-2 Tree Protection Plan DWG 495-2</p>
Reason	<i>For the avoidance of doubt and in the interests of proper planning.</i>
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	<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.</i>
4.	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 window to be formed in the north facing elevation of the dwellings 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
Reason	<i>In the interests of the amenities of the occupiers of nearby properties in accordance with Policy DE1 of the Coventry Local Plan 2017.</i>

5.	<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>
Reason	<p><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.</i></p>
6.	<p>No development or other operations (including any demolition, site clearance or other preparatory works) shall commence unless and until a detailed Arboricultural Method Statement has been submitted to and approved in writing by the Local Planning Authority. This shall include details of; the methodology for carrying out a hand dug exploratory trench/pit within the Root Protection Area without causing damage to those roots greater than 25mm diameter, contingency should roots be discovered within trench/pit, design of foundations to respect a 200-300mm air void located between the existing ground level and lower surface level of suspended foundation floor, and full tree protection details. The development shall only be carried out in strict accordance with the approved details.</p>
Reason	<p><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.</i></p>
7.	<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).</p>

	<p>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.</p>
Reason	<p><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.</i></p>
8.	<p>Prior to commencement of development the following drainage information shall be submitted and approved in writing and approved by the Local Planning Authority:</p> <ul style="list-style-type: none"> -An appropriately scaled intrusive ground investigation report to identify the presence and risk associated with migrant or soluble contaminants. -Provision for the drainage of the site to ensure there is no discharge of surface water to the Public Highway. - A Demolition Management Plan to identify the risks to underground drainage and other buried services and a management strategy to reduce damage and prevent blockage. -Surface water and foul drainage plan showing how the new buildings will connect to the main sewerage system <p>The development should be carried out in accordance with the approved details.</p>
Reason	<p><i>To ensure that adequate drainage facilities are available for the satisfactory and proper development of the site in accordance with Policy EM5 of the Coventry Local Plan 2017.</i></p>
9.	<p>The residential accommodation hereby permitted shall not be occupied unless and until the bin storage areas have been provided in full accordance with the details shown on the approved plans and thereafter, they shall remain available for use at all times and shall not be removed or altered in any way. The bin collection point located to the entrance of the</p>

	site shall be available for use prior to occupation of the dwellings hereby permitted and remain available at all times thereafter.
Reason	<i>In the interests of the amenities of the future occupants of the residential accommodation in accordance with Policy DE1 of the Coventry Local Plan 2017.</i>
10.	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	<i>To ensure that protected species are not harmed by the development in accordance with Policy GE3 of the Coventry Local Plan 2017 and the advice contained within the NPPF.</i>
11.	No removal of trees/hedges/shrubs or demolition of buildings/structures shall take place between 1st March and 31st August (inclusive) unless a survey to assess the nesting bird activity on the site during this period has been undertaken by a qualified surveyor, and a scheme to protect any nesting birds identified on the site has first been submitted to and approved in writing by the Local Planning Authority.
Reason	<i>To ensure that protected species are not harmed by the development in accordance with Policy GE3 of the Coventry Local Plan 2017 and the advice contained within the NPPF.</i>
12.	Prior to the first occupation of the development hereby permitted, a combined ecological and landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include all aspects of landscaping including details of any compensation for biodiversity loss, including the erection of bat boxes and/or bird nesting boxes (to include box type, numbers, location and timing of works). The approved scheme shall be fully implemented 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	<i>To ensure that protected species are not harmed by the development in accordance with Policy GE3 of the Coventry Local Plan 2017 and the advice contained within the NPPF.</i>

13.	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	<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.</i>
14.	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.
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 DS3, AC3 and AC4 of the Coventry Local 2017.</i>
15.	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	<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</i>

	<i>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.</i>
16.	The development hereby permitted shall not be occupied unless and until the access to the site, manoeuvring space(s) and car parking area(s) indicated on the approved drawings have been provided in full accordance with those details and thereafter those areas shall be kept marked out and available for such use at all times.
Reason	<i>In the interests of highway safety in accordance with the aims and objectives of Policies AC1, AC2 and AC3 of the Coventry Local Plan 2016.</i>
17.	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)
Reason	<i>To safeguard health, safety and the environment in accordance with Policy EM6 of the Coventry Local Plan 2017 and the aims and objectives of the NPPF</i>
18.	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.
Reason	<i>To safeguard health, safety and the environment in accordance with Policy EM6 of the Coventry Local Plan 2017 and the aims and objectives of the NPPF</i>

19.	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.
Reason	<i>To safeguard health, safety and the environment in accordance with Policy EM6 of the Coventry Local Plan 2017 and the aims and objectives of the NPPF</i>
20.	Prior to occupation of the development hereby permitted and following completion of the measures identified within the remediation scheme approved under condition No. 19, 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
Reason	<i>To safeguard health, safety and the environment in accordance with Policy EM6 of the Coventry Local Plan 2017 and the aims and objectives of the NPPF</i>
21.	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 17, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 18, 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 20.
Reason	<i>To safeguard health, safety and the environment in accordance with Policy EM6 of the Coventry Local Plan 2017 and the aims and objectives of the NPPF</i>
22.	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 and the aims and objectives of the NPPF.</i>