

Planning Committee Report	
Planning Ref:	PL/2023/0000167/FUL
Site:	Garage Block Meadfoot Road, Coventry, CV3 3DX
Ward:	Binley and Willenhall
Proposal:	Demolition of existing garages and erection of 2no 2-bedroom houses and 2no 3-bedroom houses with associated access, landscaping and parking. Relocation and retention of 8no general parking spaces and 1no privately owned parking space.
Case Officer:	Liam D'Onofrio

SUMMARY

Planning permission is sought for the demolition of existing garages within a parking court and the erection of two 2-bedroomed dwellinghouses and two 3-bedroomed dwellinghouses and associated access, landscaping and parking. The applicant states that these will be affordable homes.

The site is currently used for unallocated, informal parking without the permission of the landowner; however, the scheme will retain eight general parking spaces and one privately owned parking space on site, which will be re-accommodated within the proposed development.

KEY FACTS

Reason for report to committee:	More than five objections + petition have been received
Current use of site:	Garage court
Proposed use of site:	Residential
Proposed no of units	Four units

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 accords with Policies: H3, DE1, AC3, AC4, GE3, DS3 of the Coventry Local Plan 2017, together with the aims of the NPPF.

SITE DESCRIPTION

The application site is a rectangular area bounded by the rear gardens of two-storey terraced and semi-detached dwellinghouses that surround the site. Vehicular access is afforded directly from Meadfoot Road between Nos. 103 and 105 into the western side

of the site. There is also a pedestrian access from Lorenzo Close into the southeast corner of the site.

The application site is laid to hardstanding with 17 remaining garages located to the eastern side of the site. The garages are now vacant and the site forms unallocated informal parking. There is one privately owned car parking space on the site.

There are no trees on the site.

APPLICATION PROPOSAL

Planning permission is sought for the demolition of the existing garages and the redevelopment of a parking court to provide four new affordable family homes. These will consist of two 2-bedroomed dwellinghouses and two 3-bedroomed dwellinghouses and associated access, landscaping and parking. Two parking spaces would be provided for each new dwelling.

The scheme will also retain eight general parking spaces and one privately owned parking space on site, which will be re-accommodated within the proposed development.

A new footpath access would be provided across the site to Lorenzo Close. Soft landscaping to create informal amenity space would be provided adjacent to the footpath and to the northern boundary of the site.

PLANNING HISTORY

There are no recent/relevant planning applications on this site.

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".

Consultation is currently underway seeking views on the Government's proposed approach to revising the NPPF. It also seeks views on a series of wider national planning policy reforms. The consultation closes on 24th September 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 DS1: Overall Development Needs

Policy DS3: Sustainable Development Policy

Policy H1: Housing Land Requirements

Policy H3: Provision of New Housing
Policy H4: Securing a Mix of Housing
Policy H9: Residential Density
Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation
Policy DE1 Ensuring High Quality Design
Policy AC1: Accessible Transport Network
Policy AC2: Road Network
Policy AC3: Demand Management
Policy AC4: Walking and Cycling
Policy EM1: Planning for Climate Change Adaptation
Policy EM2: Building Standards
Policy EM5 Sustainable Drainage Systems (SuDS)

Supplementary Planning Guidance/ Documents (SPG/ SPD):

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

CONSULTATION

Statutory

No objections subject to conditions have been received from:

- Highways (CCC)
- Severn Trent Water

Non-statutory

No Objections received from:

- Housing (CCC)
- Archaeology (CCC)
- Tree Officer (CCC)
- West Midlands Fire Service

No objections subject to conditions have been received from:

- Environmental Protection (CCC)
- Ecology (CCC)
- LLFA (CCC)

Neighbour consultation

Immediate neighbours and local councillors have been notified; a site notice was posted on 08/03/23, 17/06/24 and 26/07/24.

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

- a) The garage site has up to 20 vehicles on a regular basis – these will be displaced onto surrounding streets / where are all the cars going to park.
- b) Existing parking shortages in locality – bin lorries struggle to collect bins / the scheme will have a detrimental impact upon the parking provision for existing residents.
- c) Not all properties can convert front gardens to driveways, and few have existing driveways.

- d) Meadfoot Road is almost an informal one-way system because of the double parking on street / the scheme will result in chaos on local roads, increased congestion.
- e) Making a communal residential car park for the area would be far more beneficial to the local community.
- f) The access road is too small / the turning circle within the development would be insufficient for emergency vehicles and construction vehicles.
- g) Proposed dwellings overlook dwellings and have insufficient gardens / the site is incredibly confined and overlooked.
- h) There are no existing anti-social issues, drug abuse or crime on this land.
- i) Concern that scheme will create noise, disturbance and anti-social behaviour / light pollution.
- j) Noise concerns from both construction and also new families, significantly reducing quality of life and health for existing residents.

A petition has been submitted with 68 signatures, supported by Councillor Lakha and raising the following concerns: We the undersigned strongly object to the proposal of building affordable homes in the garage area of Meadfoot Road under planning application PL/2023/0000167/FUL – the significant parking displacement of vehicles utilising this area on surrounding roads would be hugely impactful, in particular to the residents of Meadfoot road, Lorenzo Close and Lennox Close whereby parking is already at maximum.

Councillor Lakha has raised an objection to the development as "overdevelopment" in the area where there are parking problems and a narrow street, which feeds to this site.

Regarding amended plans Cllr Lakha has responded that he is not against building houses, which are needed in the city. It is also known that the site has been magnet for fly tipping, a problem which residential homes are likely to minimise. However, too many houses on the site will generate further problems for traffic and car parking which already exists in this area. Meadfoot Road is a narrow road and the access to the site is also narrow.

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 visual amenity, the impact upon neighbouring amenity, highway considerations, flood risk, air quality, ecology and sustainability.

Principle of development

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.

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. The Standard Method incorporates an uplift which applies to certain cities and urban centres (including Coventry). 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.

Consultation is currently underway seeking views on the Government’s proposed approach to revising the NPPF. The proposed revisions fundamentally change the calculation and outcome of the Standard Method resulting in a lower housing target for Coventry. As the revisions are currently the subject of consultation, the changes are only considered to be afforded limited weight at this stage.

Local Plan Policy H3 ‘Provision of New Housing’ states that new residential development must provide a high-quality residential environment, which assists in delivering urban regeneration or contributes to creating sustainable communities and which overall enhances the built environment. A suitable residential environment will include safe and appropriate access, have adequate amenity space and parking provision and be safe from environmental pollutants such as land contamination demonstrably outweigh the benefits” when assessed against, excessive noise and air quality issues.

The application site is sustainably located some 350m from Willenhall Local Centre and will provide a high-quality residential environment, which has adequate amenity space, parking provision and is safe from environmental pollutants in accordance with Policy H3. It is therefore considered that the application is acceptable in principle subject to all planning matters being addressed as discussed below.

Loss of parking court

A significant proportion of objections relate to the loss of parking; however, the application site is private land. The applicant has advised that the site has been closed off to vehicles and has been re-closed after short breaches, but people have continued to force entry onto the site to park vehicles.

The surrounding streets are largely suburban in nature and most properties on Meadfoot Road either already have a driveway or are capable of converting their front garden to a driveway for off-street parking. Furthermore, most properties also have access to driveways to the rear of properties for off-street parking.

That said, it is recognised that there are limited opportunities for some residents to create off-street parking, such as those at the head of Lorenzo Close, who will be dependent upon on-street parking. Officers have sought to address the concerns raised by local

residents and the scheme has been amended with the loss of one three-bedroomed unit to provide eight unallocated parking spaces for general use by local residents in addition to the existing private parking space on site that must be re-accommodated within the new scheme.

The proposed development is therefore considered to be acceptable in principle, subject to all planning matters being appropriately addressed.

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 2023 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.

Paragraph 139 of the NPPF 2023 states that 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. Conversely, significant weight should be given to:

- a) development which reflects 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; and/or
- b) outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

The proposed scheme provides an appropriate layout of four dwellinghouses within a cul-de-sac streetscene. The dwellinghouses will sit to the southern side of the site facing a shared surface and unallocated parking to the north. The pedestrian access into the site from Meadfoot Road will be improved by a new separate footpath to the road way and the existing pedestrian access into the southeast corner of the site from Lorenzo Close will be retained and enhanced with a new footpath within a landscaped corridor.

In terms of design, the proposed two-storey dwellinghouses are appropriately designed and proportioned with a gable end roof design that reflects the predominant character of the area. The dwellinghouses will have a white render at first floor over a red brick ground floor and grey/brown roof tiles to match surrounding buildings. A condition is suggested to secure appropriate materials that will aid with the new dwellinghouses' assimilation into the surrounding residential streetscene.

Overall, the scheme assists in delivering positive urban regeneration by enhancing the built environment. The layout and design of new dwellinghouses are considered to accord to Policies H3, DE1 and the aims and objectives of the NPPF.

Impact on residential amenity

The SPD states that: A minimum distance of 20m is generally accepted guideline for there to be no material loss of privacy between the rear of two storey buildings directly facing each other (i.e., a back-to-back relationship). A minimum separation distance of 12m is sought between built form to provide an acceptable level of light/outlook.

The necessary separation distances are met, with over 20m separation between built form, to ensure that there is no significant impact upon the outlook, privacy or amenity of existing residents.

Concerns have been raised regarding noise and disturbance from the new occupiers of the proposed dwellinghouses; however, this is a residential area and the proposed residential use is compatible with surrounding residential uses.

In terms of future occupiers, all properties will provide a high-quality residential environment with off-street car parking in accordance with Appendix 5 and private garden spaces that meet size standards.

The scheme is therefore considered to provide a high-quality residential environment and is in accordance with Local Plan Policy H3, DE1 and DS3.

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.

There has been a significant amount of public opposition to the scheme based upon the loss of communal parking. As noted in the 'Principle' section of the report, the layout has been amended so that eight unallocated parking spaces will be retained on site, which can be used by existing residents. These car parking spaces will be afforded natural surveillance from the new dwellinghouses opposite, providing a much safer and secure environment.

In terms of parking for the proposed development, all new dwellinghouses will have two off-street car parking spaces in accordance with Appendix 5 parking standards.

Each property will also have a small shed in the rear garden to provide a minimum 1m² storage for garden tools and sufficient space to store two bicycles, with a locking ring set into a concrete base. The provision of secured, covered cycle storage is in accordance with Appendix 5.

Highways have sought amendments to the scheme to provide a separate road and pedestrian footway into the site from Meadfoot Road. The proposed vehicular access will be widened to approximately 4.8m wide, to allow two vehicles to pass each other. A vehicle tracking plan has also been submitted to show that a fire engine can enter and turn within the site. Highways raise no objection to the scheme.

Each property has access to the rear garden for bin storage and a bin collection point will be provided within 25m of highway.

Conditions are suggested to secure car and cycle parking prior to occupation. Given the concerns raised by residents regarding disturbance during the construction phase a construction management plan condition is also suggested to agree hours of work and measures to control dust and noise etc.

The scheme is therefore in accordance with Policies AC1, AC2, AC3, AC4 and H3 of the Coventry Local Plan 2017.

Flood Risk

Policy EM5 Sustainable Drainage Systems (SuDS) states that all development must apply SuDS and should ensure that surface water runoff is managed as close to its source as possible.

The site does not lie in an area susceptible to flooding, although the site access road falls towards Meadfoot Road and the LLFA would recommend that consideration be given to controlling excess water runoff. Severn Trent Water also suggest the disposal of surface water is controlled. These matters can be secured by condition.

Air quality

In the interests of mitigating the impacts of this development upon local air quality in accordance with the NPPF and the Coventry Air Quality SPD, the following conditions are suggested:

- A minimum of 1 x electric vehicle charging point shall be provided per dwelling prior to occupation and be maintained and available for use at all times thereafter.
- Gas boilers shall be ultra-low NOx emissions with a maximum dry NOx emissions rate of 40mg/kWh.

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.

The current state of the land holds minimal biodiversity value as it is largely hard standing surfaces with areas of amenity grassland, minimal encroached vegetation. The application includes a Preliminary Ecological Assessment and the BIA submitted shows there will be a 129% biodiversity net gain as a result of the development, due to the increase in grass space provided, and the planting of new trees. This would satisfy the requirements of Policy GE3 of the Local Plan and far exceed the 10% biodiversity gain required by national Policy.

The Council's Ecologist raises no objections to the proposal subject to conditions to secure protected species mitigation (pre commencement) and hedgehog friendly fences. There would be no conflict with the NPPF and Policy GE4 of the Local Plan and the Biodiversity SPD, and the development would result in significant benefits in respect of biodiversity net gain.

Sustainability

The properties will be constructed using the latest offsite Modern Methods of Construction (MMC). Offsite, modular manufacturing-based construction offers an alternative that exceeds traditional construction in sustainability, fabric performance and efficiency, with superior project delivery and product performance. Cost effective, more adaptable, more energy efficient structures are helping developers do more for less without compromising quality, as well as reducing waste and improving sustainability.

Other matters

Housing Strategy has no objections to this proposed development. The development is below the threshold for an affordable housing contribution as set out in Policy H6 of the Local Plan, but the additional affordable family homes that the development will contribute to the overall stock in the city is welcomed.

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, subject to relevant conditions. The reason for Coventry City Council granting planning permission is because the development is in accordance with: Policies DE1, H3, DS3, GE3, AC1, AC2, AC3, AC4 of the Coventry Local Plan 2017, together with the aims of the NPPF.

CONDITIONS/REASONS

1.	The development hereby permitted shall begin not later than 3 years from the date of this decision.
Reason	<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: Drg No. N1697_315_H_, N1697_316_B_, N1697_318_B_, N1697_1105_, N1697_1375_-, N1697_1376_A_, N1697_2216_B_, N1697_2218_B_, N1697_2220_B_, DICE Environmental Phase 1 Geo-Environmental Report 05/09/22 Ref: DE.190.22 Version 1.0, Sustainability Statement dated June 2022 Revision: A - 14.09.22, Brindle & Green Preliminary Ecological Appraisal & Biodiversity Impact Assessment Ref: BG22.252 dated October 2022, Rebecca Peace Arboriculture Arboricultural Constraints Covering Report Ref: 090922/ RP/Citizen Batch 3, MEC Transport Technical Note dated October 2022 Ref: 27464-TRAN-0801.
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.	None of the dwellings hereby permitted shall be occupied unless and until the allocated and communal car parking spaces to be provided have been completed and marked out in full accordance with the approved drawings and thereafter those spaces shall be retained for parking purposes at all times 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>
5.	The dwellinghouses hereby permitted shall not be occupied unless and until cycle parking facilities have been provided in full accordance with the approved details within approved Drg No. N1697 1105. 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>
6.	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

	<p>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.</p>
Reason	<p><i>The agreement of a Construction Management Plan prior to the commencement of development is fundamental to ensure a satisfactory level of environmental protection; to minimise disturbance to local residents and in the interests of highway safety during the construction process in accordance with Policies DS3, AC1 and AC2 of the Coventry Local Plan 2017.</i></p>
7.	<p>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.</p>
Reason	<p><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></p>
8.	<p>In the event that contamination or unusual ground conditions are encountered during the development it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken, and where remediation is necessary, a remediation scheme must be prepared for submission to and approval in writing of the Local Planning Authority. Following completion of the measures identified within the approved remediation scheme, a verification report must be prepared for submission to and approval of the Local Planning Authority.</p>
Reason	<p><i>To safeguard health, safety and the environment in accordance with Policy H3 and DS3 of the Coventry Local Plan 2017 and the aims and objectives of the NPPF</i></p>
9.	<p>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, and clear and accountable consideration shall be given to the following features:-</p> <p>i. General below ground attenuation, aimed solely at managing the quantity of water on site.</p>

	<ul style="list-style-type: none"> · Water quality control mediums such as permeable paving aimed at improving the quality of water passing through the system either above or below ground. · The use of water harvesting and grey water reuse at individual plot level within the development. ii. The stormwater discharge rates from the development shall be managed in order to reduce flood risk to surrounding sites, downstream areas or the wider environment by means of a flow control mechanism (or mechanisms) limiting the total site discharge offsite to Qbar greenfield rates or 5 l/s, whichever is greater. The discharge rates for brownfield sites shall be considered as greenfield in accordance with the CCC SFRA. iii. A detailed strategy document must be submitted to, and approved in writing by, the LPA for the long-term inspection and maintenance of the SuDS and other surface water drainage elements on site. It should also mention any notable Health and Safety or specialist training, and special equipment required as part of the routine maintenance. iv. Provisions must be made for the drainage of the site to ensure there is no discharge of surface water to the Public Highway either during or following construction. v. The Demolition Management Plan should identify the risks to underground drainage and other buried services and should provide a management strategy to reduce damage and prevent blockage. vi. Upon completion of demolition works, the buried drainage in the vicinity of the site should be inspected by CCTV to ensure that the services have not been damaged and that the drains are not blocked. vii. Foul drainage plans
Reason	<i>To ensure that adequate drainage facilities are available for the satisfactory and proper development of the site in accordance with Policy H3 and EM5 of the Coventry Local Plan 2017.</i>
10.	No development (including any demolition or preparatory works) shall commence unless and until a Biodiversity Method Statement for breeding birds, including Reasonable Avoidance Measures, has been submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in strict accordance with the approved Biodiversity Method Statement.
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>

<p>11.</p>	<p>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.</p>
<p>Reason</p>	<p><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></p>
<p>12.</p>	<p>Prior to the first occupation of the development hereby permitted, details of soft landscaping works shall be submitted to and approved in writing by the Local Planning Authority. All planting shall be carried out in strict accordance with the approved details within the first planting and seeding seasons following the first occupation of the dwellinghouses. Any tree(s) or shrub(s) which within a period of ten 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>
<p>Reason</p>	<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 Policy DE1 of the Coventry Local Plan 2017.</i></p>