

Planning Committee Report	
Planning Ref:	PL/2023/0002359/RESM
Site:	Whitley Pumping Station London Road Coventry
Ward:	Binley and Willenhall
Proposal:	Submission of Reserved Matters for details of appearance, layout, scale and landscaping of 149 new dwellings with public open space, drainage, car parking and other associated works pursuant to planning permission OUT/2020/2521 for Hybrid planning application comprising: 1) Outline planning for erection of up to 195no dwellings (Use Class C3), new vehicular access onto London Road with associated access works, parking, landscaping and ancillary works. All matters reserved except access. 2. Full planning for the renovation of the existing Lodge Building to provide one dwelling house (Use Class C3); Change of use of the existing Pump House to provide four flats (Use Class C3), associated access works, parking, landscaping and ancillary works granted 12/05/2023
Case Officer:	Liam D'Onofrio

SUMMARY

This is a Reserved Matters application relating to outline/hybrid planning application OUT/2020/2521, which was granted at Planning Committee on 02nd September 2021 with the decision notice issued on 12/05/23 following completion of the S106 agreement. Matters for consideration under this application include:

- Appearance;
- Landscaping;
- Layout; and
- Scale.

BACKGROUND

The outline/hybrid application was previously considered by Planning Committee on 02/09/21 where it was resolved:

(a) That the grant of planning permission in respect of Application OUT/2020/2521 be delegated to the Strategic Lead for Planning, subject to conditions listed in the report and the completion of a S106 agreement.

(b) That the application for Reserved Matters on this site be brought to this Committee in due course.

The decision notice was subsequently issued on 12/05/23 following completion of the S106 agreement.

KEY FACTS

Reason for report to committee:	Members have requested that the Reserved Matters be brought back to Committee.
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Current use of site:	Open space – Housing allocation H2:9
Proposed use of site:	Residential
Proposed no of units	149no. dwellings

RECOMMENDATION

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

REASON FOR DECISION

- The principle is established as acceptable under the outline/hybrid consent.
- 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: DS1, DS3, DS4(a), H1, H2, H3, H4, H6, H9, HE2, GE1, GE3, GE4, JE7, DE1, AC1, AC2, AC3, AC4, EM1, EM2, EM4, EM5, EM7 and IM1 of the Coventry Local Plan 2017, together with the aims of the NPPF.

SITE DESCRIPTION

The application site is located on the northeastern side of London Road and comprises rough grassland, scrub and trees. The central section of the site is defined by a derelict Lodge house adjacent to the London Road with a more formalised tree and shrub planting lining an access track running some 180m east into the site to a Victorian pumping station. Both structures are locally listed.

The River Sowe is situated to the east of the application site and the eastern extent of the application site contains part of the Sowe Valley – Stoke Aldermoor Local Wildlife Site (LWS).

The site is part of a larger Housing Allocation site (Policy H2:9), which also comprises the Allard Way to the northwest and No.401 London Road to the south. The application site will remain independent from these sites and accessed from London Road. The new road access into the site from London Road has been recently installed.

APPLICATION PROPOSAL

This Reserved Matters application is for 149 dwellinghouses with associated public open space, drainage, car parking and other associated works pursuant to planning permission OUT/2020/2521.

This Reserved Matters application follows the approval of the outline/hybrid application OUT/2020/2521, which was a hybrid planning application comprising:

- 1) Outline planning for erection of up to 195no dwellings (Use Class C3), new vehicular access onto London Road with associated access works, parking, landscaping and ancillary works. All matters reserved except access.

2) Full planning for the renovation of the existing Lodge Building to provide one dwelling house (Use Class C3); Change of use of the existing Pump House to provide four flats (Use Class C3), associated access works, parking, landscaping and ancillary works.

This application therefore relates to all remaining matters (appearance, landscaping, layout and scale).

PLANNING HISTORY

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

Application Number	Description of Development	Decision and Date
OUT/2020/2521 Whitley Pumping Station, London Road	Hybrid planning application comprising: 1) Outline planning for erection of up to 195no dwellings (Use Class C3), new vehicular access onto London Road with associated access works, parking, landscaping and ancillary works. All matters reserved except access. 2. Full planning for the renovation of the existing Lodge Building to provide one dwellinghouse (Use Class C3); Change of use of the existing Pump House to provide four flats (Use Class C3), associated access works, parking, landscaping and ancillary works.	Granted 12/05/23
PL/2024/0001524/NMA	Submission of amended details to planning application OUT/2020/2521 for Hybrid planning application comprising: 1) Outline planning for erection of up to 195no dwellings (Use Class C3), new vehicular access onto London Road with associated access works, parking, landscaping and ancillary works. All matters reserved except access. 2. Full planning for the renovation of the existing Lodge Building to provide one dwelling house (Use Class C3); Change of use of the existing Pump House to provide four flats (Use Class C3), associated access works, parking, landscaping and ancillary works granted 12.05.23.	Granted 09/09/2024

Adjoining sites in allocation H2:9		
PL/2023/0002649/RESM 401 London Road (adjoining site within allocation H2:9)	Submission of reserved matters in respect of application reference OUT/2020/2882, granted on 16/09/2021 for Outline application (with all matters reserved except access): for erection of up to 24 dwellings with car parking, served off the existing accesses.	Pending
OUT/2020/2882 401 London Road (adjoining site within allocation H2:9)	Outline application with all matters reserved except access for erection of up to 24 dwellings with car parking, served off the existing accesses	Granted 02/09/2021
PL/2023/0001225/RESM Allard Way site (adjoining site within allocation H2:9)	Reserved matters application for the development of 125 dwellings, including appearance, landscaping, layout and scale.	Granted 15/12/2023
RMM/2022/1904 Allard Way site (adjoining site within allocation H2:9)	Submission of reserved matters in respect of application reference OUT/2020/2665, granted on 21/12/2021 for Outline application (with all matters reserved except access): Erection of up to 125 dwellings, new vehicular access onto Allard Way, public open space, drainage, landscaping, car parking areas and other works.	Refused 14/10/2022
OUT/2021/2665 Allard Way site (adjoining site within allocation H2:9)	Outline application (with all matters reserved except access): Erection of up to 125 dwellings, new vehicular access onto Allard Way, public open space, drainage, landscaping, car parking areas and other works.	Granted 02/09/21

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 was recently carried out seeking views on the Government’s proposed approach to revising the NPPF. It also sought views on a series of wider national planning policy reforms. The consultation closed 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 DS4: (Part A) – General Masterplan Principles
- Policy H1: Housing Land Requirements
- Policy H2: Housing Allocations
- Policy H3: Provision of New Housing
- Policy H4: Securing a Mix of Housing
- Policy H6: Affordable Housing
- Policy H9: Residential Density
- Policy GE1 Green Infrastructure
- Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation
- Policy GE4: Tree Protection
- Policy JE7: Accessibility to Employment Opportunities
- Policy DE1 Ensuring High Quality Design
- Policy HE2: Conservation and Heritage Assets
- 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 EM3 Renewable Energy Generation
- Policy EM4 Flood Risk Management
- Policy EM5 Sustainable Drainage Systems (SuDS)
- Policy EM7 Air Quality
- Policy IM1: Developer Contributions for Infrastructure

Supplementary Planning Guidance/ Documents (SPG/ SPD):

- SPG Design Guidelines for New Residential Development
- SPD Delivering a More Sustainable City
- SPD Coventry Connected
- SPD Householder Design Guide
- SPD Air Quality
- SPD Open Space

CONSULTATION

No Objections received from:

- Archaeology (CCC)

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

- Highways (CCC)
- Environmental Protection (CCC)
- LLFA (CCC)
- Ecology/Trees (CCC)
- Economic Development (CCC)
- Streetscene (CCC)
- Environment Agency
- West Midlands Police Service
- West Midlands Fire Service

Neighbour consultation

Immediate neighbours and local councillors have been notified; a site notice was posted on 16/11/23 and 05/07/24. A press notice was displayed in the Coventry Telegraph on 23/11/23.

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

- a) The inclusion of the housing allocation and adjacent wildlife site within the red line is considered potentially misleading.
- b) This proposal does not appear to provide the minimum of publicly accessible green space as required in [Outline] Condition 4 [this is dealt with in the Open Space section of the report].
- c) The Planning Inspector at the time the Local Plan was approved in 2017 stipulated an additional 2.5 hectares of publicly accessible green space added to the development site should not add to the developable area of the site [Officers advise a 2.78-hectare wildlife area is provided adjacent to the allocation on the Sowe Valley].
- d) The site is within flood plain [Officers advise that the housing allocation sits outside flood plain within Flood Zone 1].
- e) SUDs are located within the wildlife area.

Members are advised that an e-petition with 167 signatures was submitted in March 2022 that raised the following tree related issues on the whole housing allocation H2:9:

We the undersigned petition the Council to give immediate tree preservation orders to the trees in the area of land to the South and Southwest of the Alan Higgs sports centre on Allard Way up to where the area meets the London Road and including the land near the Folly Lane football club and Severn Trent pumping station.

The trees in the above-mentioned area are not currently protected by tree preservation orders, why not? Has Coventry City Council deliberately not given these trees such protection so that any future developer can do whatever they want with them? Is this a case of deliberately not doing so? We need as many trees as possible to offset our carbon footprint. Some of the trees are about 150 years old, there are many Oaks and other fine

trees there which need to be protected and included in any development and built around. A development would look much better with said trees. I hope that the Council have not done this on purpose to make the land more attractive to developers!

Any further comments received will be reported within late representations.

APPRAISAL

The main issues in determining this application are principle of development and policy aspects, layout/design, the impact upon neighbouring amenity, heritage, highway considerations, flood risk, air quality and ecology.

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 was recently carried out 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.

The application site was allocated for housing under Policy H2:9 of the Coventry Local Plan. There are two other outline planning applications, which relate to the allocation,

Allard Way (OUT/2020/2665) and No.401 London Road (OUT/2020/2882). Together all three applications make up the entire allocation H2:9 of the Coventry Local Plan 2017.

The central section of the allocation to which this application relates was granted outline/hybrid planning permission under OUT/2020/2521 on 12/05/23.

The principle for the development is therefore established through the allocation and outline permission and this application will assess those reserved matters of detail.

Policy Aspects

Housing Mix

Outline condition 4 xiii) requires a schedule of the mix of dwellings proposed across the site to include a mix of market housing which contributes towards a balance of house types and sizes across the city in accordance with Policy H4 'Housing Mix'.

The SHMA 2015 Housing Mix seeks the following mix for market housing:

1 bed	2 bed	3 bed	4 bed
5-10%	25-30%	40-45%	20-25%

The proposed scheme provides the following market housing mix:

1 bed	2 bed	3 bed	4 bed
0%	27%	40%	29%

The proposed mix largely meets the requirements for 2, 3 and 4-bedroom dwellings as set out in the SHMA. There are no one bed market units; however, the conversion of the Lodge house and four one-bedroom units within the pump house were approved as part of the full element of the outline/hybrid application, which account for the missing 4% of total dwellings in the above figures. Furthermore, the adjoining site (No.401 London Road) will largely comprise market housing for one-bedroomed dwellings. The market housing mix for the allocation Policy H2:9 is therefore considered acceptable.

Affordable Housing

In terms of the affordable housing mix the SHMA seek to provide the following:

1 Bed	2 Bed	3 Bed	4 Bed
20-25%	30-35%	25-30%	15-20%

The scheme provides the following:

1 Bed	2 Bed	3 Bed	4 Bed
11%	35%	40%	14%

The scheme initially provided zero 4-bedroomed affordable houses and the housing mix has been amended to secure additional 4-bedroomed units sought by Housing Officers. The mix has also been adjusted to provide more 2-bedroomed units and less 3-bedroomed units to better align with the SHMA. The adjoining Allard Way site provided 25% 1-bedroomed units and the total number of 1-bedroomed units for the allocation is therefore 16%, a minor shortfall. The scheme is considered to provide an appropriate mix

overall that is in accordance with the aims of the SHMA. The scheme provides a tenure neutral design and affordable houses are appropriately spread through the development.

Open Space

Outline planning condition 4 requires the reserved matters application to include the following specific requirements:

- i) The development shall provide at least 1.4ha publicly accessible green space on site (boundaries defined as the allocation, Policy H2:9);
- ii) The development shall provide at least 1.01ha informal open space and 0.4ha formal open space on site, as above, (boundaries defined as the allocation, Policy H2:9).

The scheme provides a generous 3.15ha of publicly access green space and 0.89ha of formal open space on site. In addition, immediately adjacent to the application site on the Sowe Valley a 2.78ha wildlife area is provided.

Residential Density

The NPPF promotes the most efficient and effective use of land and Local Plan Policy H9: 'Residential Density', states that residential development must make the most effective and efficient use of land whilst ensuring compatibility with the quality, character and amenity of the surrounding area. Developments on Greenfield sites should achieve a minimum of 30 dwellings per hectare (dph). The scheme provides 32dph.

Layout/Design/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”.

The proposed layout is partly dictated by the need to avoid existing underground watermains and associated 7m wide easements; however, the scheme provides a good hierarchy of streets and an appropriate layout that provides for an appropriate density, distance separation and open space, including a large central area of mature landscaping running from the Lodge House fronting London Road to the Pump House.

Adjustments to the layout of the ‘full’ element of the outline/hybrid permission were granted under non-material amendment application PL/2024/0001524/NMA to enable changes to reflect and integrate into the evolved layout solution within the current Reserved Matters application. This included the removal of a mini roundabout on London Road, which was no longer sought by Highways and the adjustment of the internal link road position.

Outline planning condition 4 requires v) No buildings or other structures shall be erected within 10m measured from the back of the highway on London Road. The Lodge House initially had an adjoining car port, which fell into this 10m buffer and has subsequently been removed. The scheme therefore complies with condition 4 (v).

In terms of design the proposed development provides a varied and well-proportioned mix of house types and designs in both standard traditional and contemporary styles. The properties are all in mixed red brick with rendered feature elements and dark grey tiled roofs.

The plots are separated by 1.8m high timber fencing and properties with gardens siding onto the road will have a more robust 1.8m high brick wall. A 45cm high timber knee rail runs around the public open space where there is no intervening footway, which will protect the grass from vehicle parking.

The layout and design is considered to accord to Policy 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.

In terms of the amenities of existing occupiers there are no residential dwellings adjoining the application site, other than No.401 London Road, which also forms part of the housing

allocation H2:9. Plots 1 and 2 have been re-orientated to sit at 90-degrees to the common boundary with No.401 London Road to ensure an appropriate relationship with units coming forward on this site.

In terms of future occupiers there have been a number of minor adjustments to the proposed layout to ensure that necessary separation distances between buildings are met. All properties will provide a high-quality residential environment and private garden spaces that meet size standards.

The Police raise no objections, subject to 'Secured by Design' standards being incorporated into the development, which was a requirement of outline condition 14. The scheme includes appropriate details for Secure by Design measures that include compliant windows and doors and secure garden gates.

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

Heritage character of the area and Heritage Assets

Local Plan Policy HE2 reflects NPPF policy and states that development proposals involving heritage assets in general and listed buildings in particular, should acknowledge the significance of the existing building and the area by means of their siting, massing, form, scale, materials and detail.

There are two locally listed buildings on site, the pumping station and its Lodge house, which were built in 1895. Permission was approved under the full element of the outline/hybrid application for the renovation of the existing Lodge Building to provide one dwellinghouse (Use Class C3) and the change of use of the existing Pump House to provide four flats (Use Class C3) with associated access, parking and landscaping.

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.

The main site access off London Road was granted under the original Outline Planning Permission and this has already been installed.

The Highways Authority have requested a number of minor revisions to the layout in order to make the application acceptable from a highway safety perspective. The scheme has also had a Road Safety Audit. The Highways Authority have raised no objection to the current scheme, as amended.

In terms of parking, all dwellinghouses will have two off-street car parking spaces and the one-bedroom units will have one off-street parking space each in accordance with Appendix 5 car parking standards. The wider site provides a total of 38 visitor spaces either in designated parking bays or on-street where spaces do not impede traffic flow.

The scheme provides appropriate details of cycle parking and bin storage facilities for all properties as required by outline conditions 6 and 7 respectively. The reserved matters scheme provides an appropriate construction management plan as required by outline condition 16.

The scheme accords with Policy AC3, AC4 and Appendix 5.

Flood Risk

Policy EM4 states that all major developments must be assessed in respect of the level of flood risk from all sources. Policy EM5 Sustainable Drainage Systems (SuDS) requires that all development must apply SuDS and should ensure that surface water runoff is managed as close to its source as possible.

Outline condition 18 requires sustainable urban drainage SuDs measures to be provided at reserved matters stage. The LLFA have raised no objection to the information submitted, subject to a condition to secure certain final design details.

The Environment Agency had noted that the attenuation ponds potentially fell into Flood Zone 3 and commented on the ground levels are to be raised within Flood Zone 3, it may result in a reduction of the floodplain storage capacity that would have to be compensated for. The applicant has confirmed that the northeastern proposed attenuation basin has been re-positioned/re-shaped so that the entirety of the basin is outside of the flood zone 3 extents, therefore removing the need to provide any flood compensation. The EA have been updated accordingly.

The scheme therefore accords to Policy EM4 and EM5.

Air quality / sustainability

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.

The scheme includes a package of measures to minimise the impact of the development upon local air quality, in accordance with outline condition 8. This includes incorporating low-NOx gas heating systems across the whole site and the provision of EV charging infrastructure to each dwelling.

In terms of outline sustainability condition 17, following a fabric first approach to demand reduction, the proposed development will deliver a level of energy performance beyond the current Building Regulation standards.

Ecology/Trees

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.

Policy GE4 states that trees make a valuable contribution to the city's green landscape. New developments should seek to retain existing trees and other landscape features, incorporating them into a high-quality design and landscape proposals where possible.

Outline planning condition 4 (ix) requires retention of all existing hedgerows and trees shown on the illustrative masterplan. Outline conditions 11 and 12 require a Landscape Ecological Management Plan and a Construction Environmental Management Plan respectively to be submitted at reserved matters stage.

Ecology notes the landscaping plan accords with the original masterplan and the submitted management plans provide information on the establishment and future management of the landscaping that fulfil the requirements of the related outline conditions. Ecology therefore raise no objection to the scheme. Ecology note that the SuDS feature created within the Local Wildlife Site should be managed to benefit biodiversity and request a condition to secure further details.

The tree protection information has been updated at the Tree Officer's request and the road adjacent to a veteran tree (T37) has been altered to a shared surface to enable a greater root protection area to be provided.

The scheme therefore accords to Policies GE3 and GE4.

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 DS1, DS3, DS4(a), H1, H2, H3, H4, H6, H9, HE2, GE1, GE3, GE4, JE7, DE1, AC1, AC2, AC3, AC4, EM1, EM2, EM4, EM5, EM7 and IM1 of the Coventry Local Plan 2017, together with the aims of the NPPF.

CONDITIONS/REASON

1.	<p>The development hereby permitted shall be carried out in accordance with the following approved plans:</p> <p>Drg No. A112428-1-8-SLP-01 Rev C - Site Location Plan 01, M035/P/PAP01 Rev C - Parking Allocation Plan, M035/P/PL01 Rev Y - Planning Layout, M035/P/S01 Rev A - Planning Sections, M035/P/POS01 Rev C – Public Open Space, M035/SBD/01 Rev B - Rear Access Gate Plan, M035/P/SP01 Rev B - Indicative Service Plan, M035/P/ML01 Rev F – Materials, M3341-PA-01-V11 - Landscape Structure Plan, M035/AFF/PL01 Rev I – Affordable Housing Plan, 12/007 bins/cycles, Garden Cycle Storage plan, GTC-E-SS-0012_R2-2_1_of_1 sub-station, A112428-8/REP/001A - Flood Risk Assessment and Drainage Strategy Rev A October 2020 - WYG Engineering Ltd, CONSTRUCTION ECOLOGICAL MANAGEMENT PLAN (CEMP) – June 2023 – FPCR Ltd, Ecological Landscaping Scheme (ELS) and Landscape and Ecological Management Plan (LEMP) – October 2024, CEMP Rev 3 – Whitley Pumping Station – 01.10.24</p> <p>Drg No.ST/3H/947/L2023/PL01 Rev A, ST/3H/934/L2023/PL01, ST/3H/938/D/L2023/PL01, ST/3H/938/L2023/PL01 REV A, ST/4H/1796/L2023/PL01 REV A, ST/3H/947/DET/L2023/PL01 REV A, ST/4H/1126/L2023/PL01 REV A, ST/4H/1552/L2023/PL01, ST/5H/2186/L2023/PL01, ST/5H/2142/L2023/PL01, NRS/4H/1469/L2013Q/PE01 REV A, ST/4H/1462/L2023/PL01 REV A, ST/4H/1498/L2023/PL01 REV A, ST/4H/1358/L2023/PL01 REV A,</p>
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ST/4H/1502/L2023/PL01 REV A, ST/3H/957/L2023/PL01,
ST/4H/1410/L2023/PL01.

Drg No.CY/4H/1469/L2023/PL01, CY/3H/1111/L2023/PL01 REV A,
CY/3H/947/L2023/PL01 REV A, CY/3H/934/L2023/PL01 REV A,
CY/3H/938/D/L2023/PL01, CY/3H/938/L2023/PL01 REV A,
CY/3H/947/DET/L2023/PL01 REV B, CY/4H/1502/L2023/PL01 REV A,
CY/3H/948/L2023/PL01 REV A, CY/4H/1410/L2023/PL01.

Drg No.CY/2H/843/L2023/PL01, CY/2H/963/L2023/PL01,
CY/2H/963/M/L2023/PL01, CY/AFF/3H/986/L2023/PL01 REV A,
CY/4H/1062/L2013Q/PE01, CY/AFF/3H/938/L2023/PL01,
CY/2H/825/L2023/PL01, CY/AFF/2H/825/M/L2023/PL01,
CY/AFF/1H/1BED/L2023/PL01 REV A

Drg No.13/009/1 Rev B, 13/010/1 Rev B, 13/011 Rev B, 13/013 Rev B,
M035/CARPORT/01, M035-8CRP-01_8 Bay Car Port_-, M035-10CRP-
01_10 Bay Car Port_-, 23055 - Technical Note 1 in Response to EA
Comments Dated 7th December 2023, Technical Note 1 in Response to
LLFA Comments Dated 11th November 2023, 23055-2C - Junction and
Forward Visibility Splays – Travis Baker, 23055-3E - Refuse Vehicle
Tracking – Travis Baker, 23055-9A - Engineering Layout – Travis Baker,
23055-12E - Site Cross Sections (Sheet 1 of 2) – Travis Baker, 23055-13D
- Site Cross Sections (Sheet 2 of 2) – Travis Baker.

Drg No.4357 Whitley Morris Consultation response 25.07. 24 – Andrew
Belson Consultant, 4357 Whitley Morris File Note 07.11.22 - Andrew Belson
Consultant, 4357 Whitley Morris Method Statement for CONSTRUCTION
PHASE - Andrew Belson Consultant, 4357 Whitley Morris Method
Statement for PRELIMINARY WORKS - Andrew Belson Consultant, 4357
Whitley Morris Tree Protection Plan and Method Statement - Andrew
Belson Consultant, 4357 Whitley Morris Tree Protection Plan and Method
Statement - Andrew Belson Consultant, 4537 Whitley Morris Summary of
TO comments on AMS Rev A - Andrew Belson Consultant, 4537 Whitley
Morris Survey Data Table Rev A 02.24 - Andrew Belson Consultant, 4537
Whitley Morris Tree Constraints Plan Rev B 02.24 - Andrew Belson
Consultant.

SBD - BL2625ECP Technical Data Sheet, SBD - IG Doors Agreement, SBD
- Member Cert Y1 - Nationwide Windows Ltd, Report Ref: 27849-ENV-0401
Rev A - Acoustics and Overheating Assessment May 2024 – MEC
Consulting Group, Report Ref: 27849-ENV-0402 - Dynamic Thermal
Analysis Report July 2023 – MEC Consulting Group, Energy and
Sustainability Statement - March 2023 - AES Sustainability Consultants Ltd.

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

2.	Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any statutory instrument amending, revoking and/or replacing that Order, no development to form hard surfaces shall be carried out in front of the forwardmost part of any dwellinghouse fronting a highway or footpath without the prior grant of planning permission by the Local Planning Authority.
Reason	<i>Having regard to the open plan layout and general nature of the proposed development it is important to ensure that no development is carried out except with the permission of the Local Planning Authority, which would detract from the appearance of the area and affect the amenities of adjacent properties in accordance with Policies H3 and DE1 of the Coventry Local Plan 2017.</i>
3.	Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any statutory instrument amending, revoking and/or replacing that Order, no gate, fence, wall or other means of enclosure shall be erected, constructed or improved or altered such as to place the structure in front of the forwardmost part of any dwellinghouse fronting a highway or footpath without the prior grant of planning permission by the Local Planning Authority.
Reason	<i>Having regard to the open plan layout and general nature of the proposed development it is important to ensure that no development is carried out except with the permission of the Local Planning Authority, which would detract from the appearance of the area and affect the amenities of adjacent properties in accordance with Policies H3 and DE1 of the Coventry Local Plan 2017.</i>
4.	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>
5.	Prior to the first occupation of the development hereby permitted details of the Local Area for Play (LAP) shall be submitted to and approved in writing by the Local Planning Authority. The details should include natural features for play, such as mounds, logs, planting, big boulders etc. All details shall be carried out as approved prior to first occupation. 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 achieving sustainable high-quality development in accordance with Policies DE1, H3 and DS3 of the Coventry Local Plan 2017.</i>
6.	<p>Prior to their incorporation into the development hereby permitted, final design details of the following drainage works shall be submitted to and approved in writing by the local planning authority.</p> <p>(i) Sections through the attenuation ponds showing side slope gradients, design top water levels and the native ground either side.</p> <p>(ii) Collection pipe details within the stone medium and an inspection chamber at the head of run and major change of direction. This allows for inspection/maintenance without disturbing the running surface.</p> <p>(iii) Sections through the flow control chambers showing design top water level and built-in overflow designed to combat blockage.</p> <p>The drainage works shall be installed in full accordance with the approved details prior to first occupation and thereafter shall be retained and shall not be removed or altered in any way.</p>
Reason	<i>To ensure that adequate drainage facilities are available for the satisfactory and proper development of the site in accordance with Policy EM4 & EM5 of the Coventry Local Plan 2017.</i>
7.	<p>The development hereby permitted shall proceed in accordance with a detailed Landscape and Ecological Management Plan for the attenuation features within the Local Wildlife site, which shall be submitted to and approved in writing by the Local Planning Authority. The plan should include details of planting and maintenance of all new planting. Details of species used and sourcing of plants should be included. The plan should also include details of habitat enhancement/creation measures and management, such as native species planting, wildflower grassland creation etc. Such approved measures shall thereafter be implemented in full within the first planting season following completion of earthworks.</p>
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.</i>
8.	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any statutory instrument amending, revoking and/or replacing that Order, no buildings or enclosures shall be provided within the curtilage of, and no extensions, enlargements or additions erected or constructed to the dwellinghouses identified as Plot 30, Plot 31 and Plot 32 hereby permitted without the prior grant of planning permission by the Local Planning Authority.</p>
Reason	<i>Having regard to the layout and restrictions imposed by the existing 7m wide watermain easement in accordance with Policies H3 and DE1 of the Coventry Local Plan 2017.</i>

