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| <b>Planning Committee Report</b> |   |
| <b>Planning Ref:</b>             | FUL/2017/1948   |
| <b>Site:</b>                     | 1 Broomfield Road   |
| <b>Ward:</b>                     | Whoberley   |
| <b>Applicant:</b>                | Mr Demetri Koursaris  |
| <b>Proposal:</b>                 | Change of use from Osteopath's Clinic/office into four self-contained flats and extensions. |
| <b>Case Officer:</b>             | Liam D'Onofrio  |

### **SUMMARY**

The application proposes to change the use of a former Osteopath's clinic into four self-contained flats. To facilitate the use the scheme includes a single storey rear extension, a raised roof to the rear outrigger and a dormer window to the rear roof plane wrapping onto the side outrigger.

### **KEY FACTS**

|  |  |
|--|--|
| <b>Reason for report to committee:</b> | Representations from more than 5 properties  |
| <b>Current use of site:</b>            | Vacant – former Osteopath's Clinic (D1 Use Class) at ground floor and an Accountancy Office (B1 Use Class) at first floor. |
| <b>Proposed Use of site:</b>           | Four self-contained flats  |

### **RECOMMENDATION**

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

### **REASON FOR DECISION**

- The proposal is high quality design improving the character of the area.
- 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 OS4, OS6, BE2, H5, H9, EM5, AM12 and AM22 of the Coventry Development Plan 2001, together with the aims of the NPPF.

## BACKGROUND

### **APPLICATION PROPOSAL**

Planning permission is sought for the conversion of an existing Osteopath's clinic/Accountancy Office to a residential use providing four self-contained flats. The scheme includes a single storey, flat roof rear extension to the rear elevation which will be 2.65 metres high. Retaining the existing eaves line the roof pitch of the rear outrigger will be raised by 1 metre, and dormer windows will be located to the rear/side roof planes.

The applicant confirms that the scheme proposes three two-bedroom self-contained flats and one one-bedroom self-contained flat. Each flat has a kitchen and some flats have two habitable rooms, giving potential for the second habitable room to be converted to a bedroom also. This would enable three two-bedroom flats and one three-bedroom flat.

The scheme includes seven off-street parking spaces, a bin store and cycle store.

The supporting Design and Access Statement comments that: *'there will be a flat to the front of the building on ground floor level, a duplex flat to the rear of the building which spreads across the ground and first floor, a flat to the front of the building at first floor level and the fourth flat within the roof space'*.

The DAS states: *'All flats are generously spaced with large floor plans, large rooms and generous kitchen sizes. By having large flats the living standards for the occupants will be very high and will exceed the minimum special requirements set by the Technical Housing Standards – Nationally Described Space Standards.'*

*The rear extension will be built to match the existing materials and finish of the building. The roof will be flat and will be constructed from cavity walls. The roof extension will be a dormer extension across the rear of the roof. The previous application had a significantly larger dormer window, for this re submission the dormer has been reduced in height, width and set back within the roof.*

### **SITE DESCRIPTION**

The application site relates to a detached property located on the northern side of Broomfield Road at its junction with Albany Road. There is a vehicular driveway to the eastern side of the property, which provides shared access to the site's off street parking and also to a MOT and mechanic's garage. The railway line embankment adjoins the eastern side of the access. A row of shops are located on northern side of Broomfield Road to the west of the site with The Albany Public House on the opposite corner of the junction. The surrounding area is otherwise predominantly residential, characterised by period terraced properties.

### **PLANNING HISTORY**

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

| <b>Application Number</b> | <b>Description of Development</b>   | <b>Decision and Date</b> |
|---------------------------|---|--------------------------|
| FUL/2017/0008             | Change of use from D1 to two flats of HMOs, a roof extension and conversion to accommodate four studio rooms and a single storey rear extension for a services room | Withdrawn 05/09/17       |

|             |  |                  |
|-------------|--|------------------|
| R/2001/2842 | Change of use of ground floor from offices to a Therapy Centre and disabled access | Granted 29/03/01 |
|-------------|--|------------------|

## ***POLICY***

### **National Policy Guidance**

National Planning Policy Framework (NPPF). The NPPF published in March 2012 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 promotes sustainable development and good design is recognised as a key aspect of this.

The National Planning Practice Guidance (NPPG) 2014, this 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 Development Plan 2001 (CDP) relevant policy relating to this application is:

- Policy OS4 – Creating a more sustainable city
- Policy OS6 – Change of Use
- Policy EM2 - Air Quality
- Policy EM5 - Pollution protection strategy
- Policy EM6 - Contaminated land
- Policy H1 - People and their housing needs
- Policy H2 - Balancing new and existing housing
- Policy H5 – Conversion from Non-residential to Residential
- Policy H9 - Windfall additions to housing land supply
- Policy AM1 - An integrated, accessible and sustainable transport strategy
- Policy AM12 - Cycling in new developments
- Policy AM22 - Road safety in new developments
- Policy BE2 - The principles of urban design
- Policy GE15 - Designing new development to accommodate wildlife

### ***Emerging Policy Guidance***

The Draft Local Plan 2016 to 2031 has been submitted to the Inspectorate, examination hearings and consultation on modifications has concluded and the Inspectors report is currently awaited. Whilst the policies do not hold significant weight at this time, they will gain weight as the local plan continues through the process. Policies within the draft local plan that are relevant include:

- Policy H3 – New Housing
- Policy H4 – Housing Mix
- Policy DE1 – Ensuring High Quality Design
- Policy AC1 – Accessible Transport Network
- Policy AC3 – Demand Management
- Policy AC4 – Cycling and walking
- Policy EM1 – Planning for Climate Change Adaptation
- Policy EM4 – Flood Risk Management
- Policy EM5 – Sustainable Drainage Systems
- Policy EM6 – Air Quality

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

SPG Design Guidelines for New Residential Development

SPD Delivering a more Sustainable City

### **CONSULTATION**

No Objections, subject to conditions have been received from:

Environmental Protection Officers (CCC)

Highways (CCC)

No objections, subject to a note, have been received from:

Network Rail

Further comments are awaited from Ecology in respect of additional information submitted.

Immediate neighbours and local councillors have been notified; a site notice was posted on 08/09/17.

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

- a) . Potential traffic problems on a busy junction.
- b) . Insufficient parking
- c) . Pedestrian Safety
- d) . Bin collection concerns
- e) . Noise and litter.

Five of the above objection letters refer to the scheme as a house in multiple occupation (HMO) or 13 bedsits and therefore raise non material concerns. These comments cannot be given due consideration in the planning process, as the scheme relates to self-contained flats and not a HMO/bedsits:

- a). Too many HMOs in Earlsdon.
- b). HMOs are being run by unscrupulous/absentee landlords
- c). Too many HMOs look like slums.

Any further comments received will be reported within late representations.

### **APPRAISAL**

The main issues in determining this application are principle of development, design, impact upon neighbouring amenity, air quality, noise, contaminated land, highway considerations and ecology.

#### ***Principle of development***

Local Plan Policy H1 states that all existing and proposed citizens should have access to a range of housing that is of satisfactory size and condition and within a high quality residential environment. Policy H2 highlights that priority for new housing should be given to the re-use of previously developed land and buildings.

Policy H9 dealing with windfall housing sites indicates that proposals for housing development on sites not identified will be permitted subject to: compatibility with nearby uses; the provision of an attractive residential environment; convenient pedestrian access to local facilities; being well served by public transport; and compatibility with other plan policies.

Policy H5 states that proposals for the conversion of non-residential buildings to residential use will be permitted subject to: the creation of satisfactory living accommodation; the character and quality of the resulting residential environment; compatibility with nearby uses; and compatibility with other Plan policies.

The application site has been used as offices and a clinic but would have historically been a dwellinghouse and the proposed change of use back to a residential use of four flats is considered to be appropriate creating a satisfactory living accommodation within a sustainable location. Although there are several commercial buildings around the site the area is predominantly residential in character and the proposed use of the detached property for residential flats is considered to be compatible with surrounding uses, subject to a noise survey and securing necessary mitigation.

### ***Design***

The single storey rear extension nestles in an unobtrusive position to the rear elevation of the property and is considered to provide an acceptable design solution.

The increased pitch and height of the rear outrigger roof will respect the style and character of the host building and remain subordinate to the main roof. The previous scheme (FUL/2017/0008) proposed bulky dormer windows, which extended along the side roof plane of the rear outrigger. The current scheme has significantly reduced the scale of the dormer windows and reduced the overall projection of the side dormer window.

The roof alterations will not be easily visible from the public highway, although they will be visible to passengers on trains on the elevated track passing the site. The proposed roof alterations are considered to be well-proportioned and will not harm the character of the host building. A condition is suggested to ensure that matching materials are used to aid the dormers' assimilation.

The scheme is therefore considered to provide an acceptable design solution that will not harm the visual amenity of the streetscene.

### ***Impact on neighbouring amenity***

The proposed single storey rear extension is flat roofed and will project approximately 400mm above an existing boundary wall. The increased roof pitch to the rear outrigger will retain the existing eaves line and the 1 metre height increase is focussed over the centre ridgeline. The dormer window additions are well proportioned. The proposed extensions are not therefore considered to create any significant impact upon the light, outlook, privacy or amenity of the occupiers of surrounding properties.

In terms of comings and goings Officers are mindful of the lawful use of the property, which would generate its own movements. The proposed residential use is compatible with surrounding uses and associated comings and goings would be easily absorbed into the streetscene.

Local residents concerns are noted regarding parking pressure, however the property will benefit from seven off-street parking spaces and the development should not therefore create any significant impact upon existing residents in terms of increased parking demand.

### ***Air Quality***

The site is within the Council's Air Quality Management Area and in line with the NPPF p.124 and the Council's Air Quality Action Plan Environmental Protection has recommended conditions to minimise the impact of the development on local air quality.

Conditions include ensuring that any gas boilers meet appropriate emission rates (a dry NOx emission rate of <40mg/kWh), one electric vehicle recharging point per residential unit or dwellings to be made "EVready" so a power connection is available to install an EV charge point as required, and consideration of the use of renewable energy technologies.

### **Noise**

The proposed development is situated in a potentially high noise environment, in particular the proximity to rail noise, road traffic and a working garage to the rear. A noise assessment condition is therefore suggested. If the noise levels are likely to affect the development, then suitable proposals for noise mitigation must be incorporated into the final design and thereafter retained thereafter.

Environmental Protection has also suggested suitable sound attenuation measures between the self-contained residential units. This is covered by separate legislation under Document E of the Building Regulations and a planning condition is not therefore considered necessary to secure sound attenuation.

### **Contaminated Land**

A condition is suggested by Environmental Protection that should 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 in accordance, and where necessary a remediation scheme must be prepared which is subject to the approval in writing of the Local Planning Authority.

### **Highway considerations**

The scheme proposed seven off-street parking spaces and a cycle storage area. The parking provision is in accordance with the emerging parking standards. Highway Authority considers that the impacts of the development are not severe and has raised no objections to the scheme, subject to conditions to ensure that the car parking and cycle store are provided prior to occupation and retained thereafter and that the access shall be retained as an access at a width of 4.0 metres.

The bin store was originally proposed adjacent to a parking space, which would have limited the access to the bin store when a vehicle was parked in the space. The bin store has been relocated to a front of the property behind a reinstated boundary wall.

### **Ecology**

The County Ecologist has requested additional photographs of the roof and eaves to assess the likelihood of bats. The applicant has also provided internal photographs of the loft from survey work. Members will be updated of the Ecologist's comments within the late representations.

### **Conclusion**

The application is considered acceptable in principle, providing an acceptable design solution that is not considered to affect neighbouring amenity or highway safety. The reason for Coventry City Council granting planning permission is because the development is in accordance with: Policies OS4, OS6, BE2, H5, H9, AM12, AM22, EM2 and EM5 of the Coventry Development Plan 2001, SPG, together with the aims of the NPPF.

## CONDITIONS/REASON

1. The development hereby permitted shall begin no later than three years from the date of this permission.

**Reason:** *To comply with Section 91 of the Town and Country Planning Act 1990.*

2. The development hereby permitted shall be carried out in accordance with the following approved documents: SH01, SH02, SH03, SH04, SH05, SH06, SH07, SH08, SH09, SH10, SH11, SH12, SH13, SH14, SH15, SH16, SH17,SH18.

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

3. No facing and roofing materials shall be used other than materials similar in appearance to those used in the construction of the exterior of the existing building.

**Reason:** *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 BE2 of the Coventry Development Plan 2001.*

4. No facing materials shall be used on the dormer window extensions hereby permitted other than materials similar in appearance to those used in the construction of the exterior of the roof of existing building.

**Reason:** *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 BE2 of the Coventry Development Plan 2001.*

5. No part of the residential development hereby permitted shall be occupied unless and until the bin storage and cycle storage areas have been laid out and provided in full accordance with the approved details and thereafter these facilities shall remain available for use at all times.

**Reason:** *In the interests of the amenities of the future occupants of the residential accommodation and 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 BE2, OS4 & AM12 of the Coventry Development Plan 2001.of the Coventry Development Plan 2001.*

6. The areas indicated on the approved drawings for parking and vehicular manoeuvring space, including the 4 metre wide access way, shall at all times be kept free of obstruction and be available for those purposes.

**Reason:** *To ensure that a satisfactory provision of off-street car parking is maintained at all times in the interests of the free flow of traffic and highway safety in accordance with Policy AM22 of the Coventry Development Plan 2001.*

7. The development shall not commence unless and until details for a package of measures to minimise the impact of the development upon local air quality have been submitted to and approved in writing by the local planning authority. Those measures shall have consideration of the following:-

(i) Provision for an electric vehicle recharging point to each dwelling or for dwellings to

be made 'EVready' with power to install an EV connection point as required;  
(ii) Use of low NOx boilers (to have a maximum dry NOx emissions rate of 40mg/kWh).  
All details shall be carried out as approved.

**Reason:** *To mitigate the impacts of development on air quality in accordance with Policy EM2 of the Coventry Development Plan 2001.*

8. 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 and where remediation is necessary a remediation scheme must be prepared and 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.

**Reason:** *To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled water, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy EM6 of the Coventry Development Plan 2001.*

9. The development shall not commence unless and until a noise assessment following BS8233 guidance has been submitted to and approved in writing by the local planning authority. The survey will determine the noise climate and if noise levels are likely to affect the development proposals for noise mitigation. The development shall not be occupied unless all approved noise mitigation measures have been fully installed and such measures shall be retained thereafter.

**Reason:** *In the interests of the amenities of the future occupiers of the development in accordance with Policies EM5, H5 and H9 of the Coventry Development Plan 2001.*

#### [Layout Plan](#)

[Location Plan and Block Plan Dwg:1](#)

[Proposed Ground Floor Plan Dwg:10](#)

[Proposed First Floor Plan Dwg:11](#)

[Proposed Second Floor Plan Dwg:12](#)

[Proposed Front Elevations Dwg:13](#)

[Proposed Side Elevations Dwg:14](#)

[Proposed Rear Elevation Dwg:15](#)

[Proposed Side Elevations Dwg:16](#)

[Proposed Front gate Dwg:17](#)

[Proposed Front Elevations Dwg:18](#)