

<b>Planning Committee Report</b>	
<b>Planning Ref:</b>	FUL/2018/3244
<b>Site:</b>	83 Baginton Road
<b>Ward:</b>	Earlsdon
<b>Proposal:</b>	Formation of parking areas
<b>Case Officer:</b>	Emma Spandley

### **SUMMARY**

The application seeks planning permission to form some additional parking areas. The parking areas will be located where there is existing grass and shrub planting. To the north-eastern side of the site 13no parking spaces will be located with 7no spaces to the western side of the site.

### **BACKGROUND**

The application property relates to a United Reform Church which is sited on the corner of Baginton Road and The Chesils. The access for the church is existing and off The Chesils.

The proposed parking areas are located to the western and eastern side of the site and will require the removal of some grassed areas.

The site is not located within a Conservation Area nor is the Church Listed.

### **KEY FACTS**

<b>Reason for report to committee:</b>	Over 5 objections have been received.
<b>Current use of site:</b>	West Orchard United Reformed Church
<b>Proposed use of site:</b>	West Orchard United Reformed Church

### **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 will not introduce an incongruous feature within the street scene.
- The proposal accords with Policies: DS3 of the Coventry Local Plan 2016, together with the aims of the NPPF.

## BACKGROUND

### **APPLICATION PROPOSAL**

The application proposes to form some additional parking areas. The parking areas will be located where there is existing grass and shrub planting. To the north-eastern side of the site 13no parking spaces will be located with 7no spaces to the western side of the site.

### **SITE DESCRIPTION**

The application property relates to a United Reform Church which is sited on the corner of Baginton Road and The Chesils. The access for the church is existing and off The Chesils.

The site is not located within a Conservation Area nor is the Church Listed.

### **PLANNING HISTORY**

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

None relevant

### **POLICY**

#### **National Policy Guidance**

National Planning Policy Framework (NPPF). The new NPPF was updated in February 2019 and 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 new NPPF increases the focus on achieving high quality design and states that it is "fundamental to what the planning and development process should achieve".

The National Planning Practice Guidance (NPPG) 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 Local Plan 2016, which was adopted by Coventry City Council on 6<sup>th</sup> December 2017. Relevant policy relating to this application is:

Policy DS1: Overall Development Needs  
Policy DS3: Sustainable Development Policy  
Policy GE4: Tree Protection  
Policy DE1 Ensuring High Quality Design  
Policy AC1: Accessible Transport Network  
Policy AC2: Road Network  
Policy AC3: Demand Management

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

SPD Delivering a More Sustainable City  
SPD Coventry Connected

## **CONSULTATION**

No Objections received from:

- Highways

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

- Tree Officer

Immediate neighbours and local councillors have been notified

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

- a) Loss of green space and the impact on the area

1 letter has been received which does not object to the application if there was additional planting around the perimeter which obscured the cars parking on the hardstanding area proposed.

The proposed site plan shows car parking spaces close up to the existing low-level boundary wall. Due to the siting and layout of the car parking spaces, there is not enough space to allow for additional planting. Therefore, as the request for additional screen planting is not possible within the context of the proposal or the site this objection remains outstanding.

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

- a) Who parks there
- b) The additional parking is not required

Any further comments received will be reported within late representations.

## **APPRAISAL**

The main issues in determining this application are the impact upon the character of the area, the impact upon neighbouring amenity, the impact on highway trees and highway considerations.

### **Impact on visual amenity & Trees**

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.

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

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

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

Policy GE4 states development proposals will be considered acceptable if there is no unacceptable loss of, or damage to, existing trees because of development.

To the western side of the site there are several street trees which fall just outside the red line site, however, the Root Protection Areas (RPA) of these street trees extend into the site.

As part of the proposal a Tree Survey (TS) was submitted which demonstrates that the trees will be safe guarded during construction with a cellular confinement system construction for the western car parking bays. A cellular confinement system is a layer of honeycombed shaped plastic which is covered with soil. It stabilises the ground by spreading the load across its width. This will stop the roots from being impacted on during and after construction. Condition No.2 & No.6 requires the development to be carried out in accordance with the Tree Survey and Tree Protection Plan submitted as part of the application and Condition No.4 safeguards the existing street trees just outside the site.

There are no other tree issues on the site and therefore there will be no loss of existing screening.

The application seeks to remove some existing grassed areas. The removal of the shrubs and grass is considered acceptable; however, members of the public have objected on the basis that the cars will be visible.

The site is an existing church which benefits from parking on site, most notably a number of spaces located, up tight, to the low-level boundary wall, adjacent to The Chesils and up tight against the eastern elevation of the main church building. Most of the site is hardstanding apart from these pockets of greenery.

Grass will be kept along the western side as it projects along Baginton Road, where several street trees are located. This section is therefore, very much obscured by wider view via the trees and boundary treatment.

The eastern side is in a prominent location and only has a low-level boundary wall, however, as noted previously, the site is largely made to hardstanding already and it is considered that the loss of the grass, whilst unfortunate, will not cause demonstrable harm to the surrounding area.

It is considered that the proposal will not harm the existing street trees or introduce a feature within the street scene that does not already exist within the wider context of the site. It is therefore in accordance with policies DE1 & GE4 of the Coventry Local Plan 2016.

### **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.

The church is existing, and therefore the assessment is on whether the extra spaces will cause harm to highway safety and the free flow of traffic. As mentioned previously, the site benefits from off road parking and access points. The spaces are located within the site and will not cause harm to the free flow of traffic and highway safety.

Highways have raised no objections.

### **Equality implications**

The proposal has been reviewed and it is considered there are no known equality implications as a result of this proposal, in accordance with the Equality Act 2010.

### **Conclusion**

The proposed development is considered to be acceptable in principle and will not result in any significant impact upon trees and the wider area, neighbour amenity and highway safety, subject to relevant conditions and contributions. The reason for Coventry City Council granting planning permission is because the development is in accordance with:

Policies DS3, DE1, GE4 & AC1, AC2 & AC3 of the Coventry Local Plan 2016, 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:-  
Proposed site plan - Drawing No.612/18-02 Rev A;  
Tree Survey and Arboricultural Impact Assessment, dated January 2019.

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

3. The hard surface in relation to the off-street car parking within the curtilage of the building hereby approved, shall be made of permeable materials, or provision shall be made to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the building and such provision shall be retained thereafter.

**Reason:** *To ensure that a satisfactory means of drainage is provided such as to minimise flooding and which promotes and maintains the good stewardship of the natural and built environment in accordance with Policies DS3 of the Coventry Local Plan 2016*

4. The existing tree(s) and shrub(s) indicated on the approved plans to be retained shall not be cut down, grubbed out, topped, lopped or uprooted without the written consent of the local planning authority. Any tree(s) or shrub(s) removed without such consent or dying, or being severely damaged or diseased or becomes, in the opinion of the local planning authority, seriously damaged or defective, within five years from the substantial completion of development shall be replaced, as soon as practicable with tree(s) and shrub(s) of such size and species details of which must be submitted to and approved by the local planning authority. All tree(s) and shrub(s) shall be planted in accordance with British Standard BS4043 - Transplanting Root-balled Trees and BS4428 - Code of Practice for General Landscape Operations (excluding hard surfaces).

**Reason:** *To ensure a satisfactory standard of appearance of the development in the interests of the amenities of the locality in accordance with Policy DE1 of the Coventry Local Plan 2016.*

5. The development shall not be occupied unless and until the car parking and manoeuvring areas indicated on the approved drawings have been provided and thereafter those areas shall be kept marked out and available for such use at all times unless otherwise agreed in writing by the local planning authority.

**Reason;** *To ensure adequate off-street car parking and servicing facilities in the interests of both highway safety and visual amenity in accordance with Policies AC1 and*

*AC3 of the Coventry Local Plan 2016.*

6. No development or other operations (including demolition, site clearance or other preparatory works) shall commence unless the tree protection measures identified in the approved application documentation 'Tree Survey and Arboricultural Impact Assessment, dated January 2019' have been put into place in full accordance with the approved details and thereafter shall remain in place during any such construction work unless otherwise agreed in writing by the local planning authority. In addition no excavations, site works, trenches or channels shall be cut or pipes or services laid, no fires shall be lit within 10 metres of the nearest point of the canopy of any protected tree(s); no equipment, machinery or structure shall be attached to or supported by a protected tree(s); no mixing of cement or use of other contaminating materials or substances shall take place within, or close enough to, a root protection area that seepage or displacement could cause them to enter a root protection area or any other works carried out in such a way as to cause damage or injury to the tree(s) by interference with their root structure and that no soil or waste shall be deposited on the land in such a position as to be likely to cause damage or injury to the tree(s).

**Reason:** *To protect those trees and shrubs which are of significant amenity value and which ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policies DE1, DS3 & GE3 of the Coventry Local Plan 2016.*