

Planning Committee Report	
Planning Ref:	FUL/2019/1950
Site:	Amazon, 71 Sayer Drive, Coventry, CV5 9PF.
Ward:	Bablake.
Proposal:	Installation of additional trailer parking and associated works.
Case Officer:	Emma Spandley.

SUMMARY

The application seeks full planning permission to utilise an existing area of hard standing located to the north/northeast of the existing unit for additional parking area for trailers.

BACKGROUND

The application relates to an existing storage and distribution warehouse located on the former Jaguar Cars Plant, accessed off Coundon Wedge Drive, granted permission in 2016.

KEY FACTS

Reason for report to committee:	Over 5 objections have been received.
Current use of site:	Amazon Storage & Distribution Warehouse (Use Class B8).
Proposed use of site:	Amazon Storage & Distribution Warehouse (Use Class B8).

RECOMMENDATION

Planning committee are recommended to grant planning permission subject to conditions listed at the bottom of this report.

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: DS3, JE1, DE1, AC1, AC2 & AC3 of the Coventry Local Plan 2016, together with the aims of the NPPF.

BACKGROUND

APPLICATION PROPOSAL

The application seeks planning permission for the reuse of an existing area of hard standing, to be used solely for trailer parking.

SITE DESCRIPTION

The area of land subject to this application is located to the north/northeast of the Amazon BHX4 warehouse and currently comprises hardstanding used for waste facilities, trailer parking and an area of landscaping.

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
FUL/2016/2397	Erection of a storage and distribution unit (Use Class B8) with ancillary offices, mezzanine floor, gatehouse, plant and associated infrastructure including service yard, internal roads, parking, vehicle pick-up/ drop-off, landscaping, boundary treatment, hardstanding and related works	Approved 24th November 2016

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. Relevant policy relating to this application is:

Policy DS3: Sustainable Development Policy

Policy JE1: Overall Economy and Employment Strategy

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:

- Environmental Protection.
- Highways.

Immediate neighbours and local councillors have been notified; a site notice was posted on 6th August 2019.

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

- a) Additional noise and disturbance associated with the existing operation.
- b) Noise and light pollution.
- c) Increase in traffic movements.

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

- d) The existing screening doesn't work.
- e) Tree planting reinstated.
- f) Wear and tear on the road network because heavy goods vehicles use Coundon Wedge Drive and is showing signs of potholes.

Any further comments received will be reported within late representations.

APPRAISAL

The main issues in determining this application are the principle of development, the impact upon the character of the area, the impact upon neighbouring amenity & highway considerations.

Principle of development

Policy JE1 of the Local Plan seeks to ensure that the business community in the City is supported, particularly through supporting the expansion of companies. This proposal seeks to support the continued sustainable operation of one of the city's largest existing employers.

Therefore, the principle of the development is acceptable subject to maintaining an acceptable residential amenity for the existing neighbouring residential properties and not causing harm to the free flow of traffic and therefore highway safety.

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.

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)."

The application proposes the relocation of the existing skip/pallet area to increase the trailer parking associated with the Amazon Warehouse. The application proposes 31 additional spaces to the north of the existing warehouse and the existing spaces to the east (south of the sprinkler tanks) are proposed to be reconfigured, increasing the existing 8 spaces to 14 spaces, in total this will deliver a net increase of 37 spaces.

As part of the proposal some of the existing landscaping requires removal and regrading, however, re-planting is proposed as per Drawing No.1980/19 01 Rev A, which is to be secured by condition.

Some of the existing lighting columns will need to be repositioned and additional lighting columns are proposed as shown on drawing No. BHX4-SMR-00-XX-DR-A-2003-AS-C1 the existing fence line will be pushed back to accommodate the new spaces and the new fencing will match the existing. Environmental Protection have raised no objection to these proposals and the position of the lighting columns are to be secured by condition.

Taking all of the above into account, it is considered that using this area for trailer parking, tucked close to the existing building, and therefore operational, will not introduce an incongruous feature within the street scene and is in accordance with Policy DE1 and the aims and objectives of the NPPF.

Impact on residential amenity

Concerns have been expressed with regards to the existing noise issues from the current operation. The Transport Statement confirms that the proposal will not increase the level of HGV movements to/from the site as the level of trailer bays is not related to the throughput of the building. Indeed, more efficient 'drop and swap' facilities should help reduce HGV Movements.

The number of shunters assumed to operate at the site was taken to equal the number of HGVs in the peak hour (as stated on page 19 of the originally submitted noise report, noise impact assessment dated 28th April 2017). It is understood that this is currently not the case as some trailers would only be moved by HGV rather than shunter. The number of shunter movements relative to HGV movements is estimated to be 70-75% and not 100% as previously assessed. Therefore, whilst the proposed development may potentially result in a small number of additional shunter movements, these specific movements are considered to be taken account of in the original noise assessment.

The changes to the arrangement of sources in the noise calculation is set out in the second paragraph on page 2 of the addendum letter report (dated 24th July 2019), as follows:

"The key differences in these calculations are that the sources in the noise model associated with skip/waste activities have been moved to account for the proposed relocation of the skip/waste area, and extra sources representing HGV and shunter activities have been included in the former skip/waste area to account for the proposed extra trailer parking spaces in this location. No further amendments to the noise model are considered in this addendum."

Noise emissions from HGV and shunter movements were included in the original noise modelling as per Table 5.3 (Noise Impact Assessment, dated 28th April 2017).

On this basis, the addendum noise report (dated 24th July 2019) is considered to address potential noise emissions associated with the proposed application.

Environmental Protection have raised no objections to the application subject to conditions requiring the applicant to adhere to the submitted noise report.

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 application proposes the relocation of the existing skip/pallet area and increasing the trailer parking. Trailer parking is a key component of the site's operation and by increasing the number of spaces available all trailers can be stored on site effectively ready for loading/unloading, rather than being held off site in other locations or in queues on the highway until a space becomes available. The proposed changes should therefore allow the site to function more sustainably and efficiently.

Highways have raised no objections to the installation of additional trailer parking as the applicant is fulfilling an operational process requirement (storage) and will not generate additional trips to the site.

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 neighbour amenity or 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, JE1, DE1, 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
 - Site Location Plan - Drawing No. BHX4-SMR-00-XX-DR-A-2001-A3-C1
 - Proposed Site Plan - Drawing No. BHX4-SMR-00-XX-DR-A-2003-A3-C1
 - Proposed Site Sections - Drawing No. BHX4-SMR-00-XX-DR-A-2005-A3-C1
 - Landscape Concept Plan & Sections Drawing No. 1980/19-01 Rev A
 - Transport Statement, dated July 2019
 - Noise Addendum - Plot 1, Lyons Park, Coventry - Amended Layout, dated 24th July 2019

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