

<b>Planning Committee Report to Committee – 13/12/18</b>	
<b>Planning Ref:</b>	FUL/2018/2717
<b>Site:</b>	Land to the side and rear of No.61 Ansty Road
<b>Ward:</b>	Upper Stoke
<b>Proposal:</b>	Residential development for the construction of seven 3-bedroom houses and five 4-bedroom houses, new access road, parking and landscaping and alterations to No.61 Ansty Road
<b>Case Officer:</b>	Liam D’Onofrio

## SUMMARY

Planning permission is sought for a residential development of seven 3-bedroom houses and five 4-bedroom houses with associated parking and landscaping. The proposed houses will be accessed from a new road, which will require alterations to the existing dwellinghouse No.61 Ansty Road to provide sufficient width to the new roadway.

## KEY FACTS

<b>Reason for report to committee:</b>	More than five objections have been received.
<b>Current use of site:</b>	Residential garden (belonging to No.61 Ansty Road) and vacant land formerly used for caravan storage/boat club.
<b>Proposed use of site:</b>	Twelve dwellinghouses within a cul-de-sac streetscene.

## RECOMMENDATION

Planning committee are recommended to delegate the granting of planning permission to the Head of Planning and Regulatory Services, subject to the conditions listed in the report and the completion of the S106 legal agreement to secure the contributions listed within the report.

## REASON FOR DECISION

- The proposal is acceptable in principle.
- The proposal will provide an acceptable design solution.
- 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: DE1, H3, AC1, EM5, EM6, EM7, GE3 and IM1 of the Coventry Local Plan 2016, together with the aims of the NPPF.

## BACKGROUND

### APPLICATION PROPOSAL

Planning permission is sought for the erection of 12 dwellinghouses. These will be 2.5 storey with seven 3-bedroom houses and five 4-bedroom houses. All properties will have two parking spaces and a private rear garden of 50sq.m and over.

The supporting Design and Access Statement (DAS) states that: *The proposed houses are positioned and orientated within the application site so as to limit their impact on the surrounding area. The outlook and views from the surrounding houses will remain generally unaffected by the proposal. The layout replicates the surrounding linear urban*

*form and makes efficient use of the land creating a courtyard enclosure. Plots 1 to 5 are located approximately 31m away from the rear of No 61 Ansty Road to ensure overlooking of this property is kept to a minimum. Plots 6 to 12 are situated a significant distance away from all surrounding properties.*

*In terms of scale the DAS notes: it is apparent from the existing streetscape that 2-storey is prominent with the occasional 3 storey dwelling on Ansty Road. Plot widths will reflect those that are common within the immediate surrounding urban grain, which are characterised by narrow frontages and deeper footprints. Whilst keeping the building mass to 2-storey the roof space has been utilised for additional accommodation creating dwellings that are more adaptable to family living.*

*In terms of access the DAS advises that the: Access is gained down the side of No 61 which will be adapted to allow for an adequate access. It is the intention of the applicant to reduce the width of No 61 by rebuilding the eastern elevation to allow for an adoptable width access road of 4.5m and associated 2m footpath with a 0.5m verge. The informal track that is adjacent to the site on three boundaries will remain unaffected and the boundary treatment will be in the form of 2.3m close boarded fencing.*

This application is a resubmission of FUL/2018/1478, which was withdrawn to allow the originally three-storey houses to be re-designed and the access to be reconfigured.

## **SITE DESCRIPTION**

The application site relates to a roughly L-shaped plot incorporating the dwellinghouse and gardens of No.61 Ansty Road located on the northern side of the highway and an area of vacant scrub land to the east of No.61's rear garden. This is bound on three sides by a vehicular access to the rear gardens/garages of properties on Ansty Road, Wyken Grange Road and Wyke Road. The application site is within a predominantly residential area and within the built up area of Coventry.

## **PLANNING HISTORY**

FUL/2018/1478 Erection of 14 No. four bedroomed dwellinghouses and associated access and landscaping: Withdrawn 16<sup>th</sup> August 2018

G/C/26404/B Continued use of land for the parking of not more than ten touring caravans: Granted October 1980

G/C/26404/A Continued use of land for the parking of not more than eight touring caravans: Granted 1976

26404 Use of land for the parking of not more than eight touring caravans: Granted October 1971

## **POLICY**

### **National Policy Guidance**

National Planning Policy Framework (NPPF) 2018. 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 promotes sustainable development and good design is recognised as a key aspect of this.

The National Planning Practice Guidance (NPPG) 2018, 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 DS3: Sustainable Development Policy

Policy H3: Provision of New Housing

Policy H5: Managing Existing Housing Stock

Policy H9: Residential Density

Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation

Policy GE4: Tree Protection

Policy DE1 Ensuring High Quality Design

Policy AC1: Accessible Transport Network

Policy AC3: Demand Management

Policy AC4: Cycling and Walking

Policy EM5: SUDs

Policy EM6: Contaminated Land

Policy EM7: Air quality

Policy IM1: Developer's Contributions

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

SPG Design Guidelines for New Residential Development

SPD Delivering a More Sustainable City

Appendix 5 Car and Cycle Parking Standards for New Development

## **CONSULTATION**

No objections have been received from:

- West Midlands Police.
- West Midlands Fire Service.

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

- Highways (CCC).
- Environmental Protection (CCC).
- Education (CCC).
- Ecology (CCC).
- Housing Policy (CCC).
- Sustainability (CCC).
- University Hospital Coventry and Warwickshire.

Immediate neighbours and local councillors have been notified; a site notice was posted on 23/10/18 and a press notice was posted on 25/10/18.

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

- a) The design will not suit surrounding properties/development is out of character;
- b) There is overdevelopment of the site;
- c) Highway and pedestrian safety/another access on the already busy Ansty Road;
- d) Insufficient parking provision;

- e) Loss of outlook/privacy;
- f) Affect upon the harmony of the community;
- g) Concern regarding anti-social behaviour from new build estate;
- h) Increase in crime/nuisance within open alleyways/security concerns;
- i) Increased noise and disturbance;
- j) Air Pollution;
- k) Impact upon wildlife/landscaping;
- l) Impact upon medical infrastructure. No provision of additional infrastructure or facilities for the local area.

Within the objections received above the following comments have been received that are not material planning considerations:

- m) Loss of value to property;
- n) Increase in insurance premiums.

Two letters stating no objection have been received, raising the following material planning considerations:

- o) The access road should be as a local residential street meeting the minimum carriageway width and footway on both sides;
- p) The surrounding properties have effective security gates and it is considered that high boundary fencing is required to the new properties to stop undesirables climbing into the adjoining access-ways from the development.

A petition has been received supported by Councillor Caan with 63 signatures objecting to the scheme on the following grounds:

- Adverse effect on amenity of residents due to overlooking, loss of privacy, overshadowing, noise and disturbance;
- Layout and density of building and over-development of site;
- Loss of trees;
- Visual impact of the development;
- The development is out of character with the neighbourhood;
- Highway safety, new access onto busy A4600 Ansty Road.

Any further comments received will be reported within late representations.

## **APPRAISAL**

The main issues in determining this application are the principle of development, the design and impact upon visual amenity, the impact upon neighbouring amenity, highway considerations, contaminated land, air quality, ecology/landscaping, affordable housing, developer contributions and equality implications.

### **Principle of development**

It is understood that the site was previously occupied by the Wheatsheaf Boat Club with a large single storey building occupying the eastern side of the site. The Boat Club also applied to store caravans on the site in the 1970's and 80's. The Council's aerial photographs show that the building still occupied the plot in 2010, although it has visibly deteriorated from earlier photographs. The next available photographs in 2013 show the building demolished and rubble on the site. Given the length of time that the site has remained vacant Officers consider that any previous D1 community use that would have existed on site has ceased and the land would therefore have a nil use. This land is not

considered to be urban green space. There are no policy issues with regard to the redevelopment of the existing vacant scrub land.

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

The site is located within a sustainable location, close to local shops, services and public transport on Ansty Road. It is considered that the proposed residential use is compatible with surrounding residential uses to ensure that future occupiers' amenity is protected. The development will provide a high quality residential environment that is safe from any environmental pollution issues.

The scheme is therefore considered to be acceptable in principle and accords with the aims and objectives of Local Plan Policies H3 and DE1 and the aims and objectives of the NPPF 2018.

### **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.

#### Siting/design

Local residents have been critical that the proposed development is out of character. In terms of layout the proposed development will create an appropriate cul-de-sac environment with dwellinghouses having active frontages. Although No.61 is detached the predominant dwelling types in the area are semi-detached and terraced dwellinghouses and the development fits into this context in terms of house type and layout.

The cul-de-sac streetscene creates its own sense of place allowing greater flexibility in design. It is not considered necessary to try to replicate surrounding dwellinghouses. The proposed scheme is considered to provide an appropriate scale and mass of development and high quality design solution.

Dormer windows to front elevations are not characteristic of the wider area; however they are considered acceptable within this enclosed streetscene, which provides a grouping of dwellings within an enclosed streetscene allowing architectural features unique to the group. The dormer windows are well-positioned and well-proportioned and do not overwhelm the roof slope.

The physical alterations to No.61 to enable a wider access road to serve the development are considered to be acceptable. Conditions are suggested to ensure that matching materials are used in making good.

#### Density

Local residents have objected to the scheme on the grounds of overdevelopment. The site measures approximately 0.4ha and should therefore accommodate 14 dwellings based upon the 35 dwellings per hectare for previously developed land set in Policy H9 'Residential Density'. The previous scheme proposed 14 dwellinghouses; however the required turning head to accommodate a bin lorry and associated manoeuvring space would result in a cramped development with 14 dwellings. The proposed development of 12 units will provide an improved layout to the previous scheme that will appropriately reflect the plot widths of surrounding properties, with only a slight shortfall within the density target.

Whilst the density falls short of the policy requirements, in this instance this is justified and considered acceptable. The scheme is considered to provide an acceptable design solution that will not harm the visual amenity of the streetscene in compliance with the aims and objectives of Policies DE1, H3 and H9 of the Local Plan 2016 and the Council's SPG.

A condition is suggested to secure sample materials to ensure that the development appropriately assimilates into the streetscene.

#### **Impact on residential amenity**

Concerns raised by local residents regarding noise, disturbance and anti-social behaviour from the proposed development and a loss of outlook and privacy have been carefully noted. The proposed residential use would be compatible with the surrounding residential uses in terms of any associated noise and comings and goings that would be generated. The proposed residential gardens will also be separated from the rear gardens of surrounding properties by the existing vehicle access. The proposed development will meet and exceed the 12m separation distance between built form and the 20m window-to-window separation distance in accordance with the SPG.

The proposed development is not therefore considered to result in any significant loss of light, outlook, privacy or amenity to the occupiers of surrounding properties.

Concerns have also been raised by local residents with regard to safety and security. The current access points to the vehicular driveway running behind properties are gated and there is concern that the development will provide a route from Ansty Road into these currently secure areas. The landscape plan shows standard 1.8m high close board fence separating residential gardens; however a higher 2.3m high close boarded timber fence is shown to the site edge adjoining the vehicular access to provide enhanced security. Given the fence's position between residential rear gardens and a vehicular access the height is considered appropriate.

The Police have not objected to the scheme but recommend that the development meets with the design specifications and physical security measures set out in 'Secured by Design' design guides for New Homes 2016. This has been added as a note as it relates to a variety of measures, such as door and window locks. A condition has been suggested to secure the fencing identified on plan with a 300mm trellis topping to deter climbing, as suggested by the Police Architectural Liaison Officer.

In terms of the amenities of future occupiers of the proposed development the necessary separation distances are met and exceeded between houses within the application site.

All dwellinghouses will have over the 50sq.m of external private amenity space, as sought in the SPG for 3 bedroom and over dwellings and two off-street parking spaces. No.61 Ansty Road will retain an appropriate rear garden area of over 50sq.m and three parking spaces on the frontage.

The scheme is not therefore considered to result in any significant impact upon the amenities of surrounding residents and will provide a high quality residential development for future occupiers in accordance with Policies H3 and H5 of the Local Plan 2016 and the Council's SPG.

### **Highway considerations**

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 proposed development provides two off-street parking spaces per dwelling and two off street visitor spaces to serve the development. In terms of bin and cycle storage, unlike an apartment scheme with communal areas this can be organised by the individual dwellinghouse and further details are not considered necessary.

The previous scheme (FUL/2018/1478) did not provide a sufficient highway access into the site or a turning head to accommodate bin lorry manoeuvring. This resulted in a distance for bin collection crews exceeding the 25m limit from the public highway (Ansty Road) contrary to the SPG. The proposed access road into the site now includes a footway and a turning head to accommodate larger vehicles.

The Highway Authority has raised no objections to the proposed development, subject to conditions to secure a pre-commencement construction method statement and to require the off-street parking, manoeuvring and access to be available prior to the first occupation of the dwellinghouses and retained thereafter.

The scheme is therefore considered to comply with the Policies H3, AC1 and AC4 of the Local Plan 2016, the Council's SPG and Appendix 5 Car and Cycle Parking Standards for New Development.

### **Contaminated land**

Policy EM6 seeks to ensure that redevelopment of previously developed land does not have a negative impact on water quality, either directly through pollution of surface or ground water or indirectly through the treatment of waste water by whatever means.

Environmental Protection note the possibility of contamination being present on site cannot be ruled out. It is therefore recommended that the small site investigation condition is imposed. The development is considered to comply with Policy EM6 of the local plan.

### **Air quality**

Policy EM7 states that all major development proposals should be suitably planned to design out any adverse impact on air quality.

In order to mitigate the impact of this development on local air quality Environmental Protection have requested a condition to require the following: 1 x electric vehicle charging point to be provided per property; low emission gas boilers; and a construction management plan demonstrating how emissions of dust and noise will be minimised during demolition and construction. The conditions are proposed to be imposed, therefore the development complies with Policy EM7 of the local plan.

### **Ecology/landscaping**

Policy GE3 seeks to protect and enhance biodiversity and their habitats. A Preliminary Bat Survey has been submitted in relation to the works to No.61 Ansty Road. A number of features on the detached house offer potential roost opportunities; however further inspection of these was not possible and there was no internal inspection of the building. The Council's Ecologist has therefore recommended a condition to require a further bat survey prior to any works taking place.

Local residents note that mature trees were removed and the site cleared prior to the initial planning application being submitted. The site is not within a conservation area and the trees were not protected by a Tree Preservation Order, removal was therefore lawful. The applicant states that the existing hedgerow to the north and eastern boundaries will be retained and reinforced where required.

The Ecologist has suggested a construction ecological method statement and an ecological habitat enhancement condition to include hedgehog mitigation measures given the hedgehog records within the area. This will secure the retention/enhancement of the boundary hedges. A sensitive lighting condition for bats is also suggested.

A condition is suggested to require the use of either porous hardstanding or surface water run off areas from hardstanding into porous areas within the application site.

These conditions have been imposed therefore the development complies with Policies GE3, GE4 and EM5 of the Local Plan 2016.

### **Affordable Housing**

Paragraph 64 of the National Planning Policy Framework requires that 10% of all new homes on sites with over 10 units should be for affordable sale. In this case, one shared ownership unit would be required.

### **Developer Contributions**

A local resident has commented that the development will impact upon medical infrastructure and no provision has been made for additional infrastructure or facilities for the local area.

The scheme is subject to a S106 legal agreement to secure necessary contributions and obligations listed below:

- A contribution of £6,145 for acute hospital care, as requested by University Hospital Coventry and Warwickshire.
- Education state that they would expect the development to provide £66,154 towards secondary education provision.
- In accordance with NPPF 2018 Paragraph 64 sites with over 10 units require 10% to be for affordable sale.



**Equality implications**

The proposal is not considered to raise any equality implications.

**Conclusion**

The proposed development is considered to have overcome the concerns, which resulted in the withdrawal of the previous application. The scheme is considered acceptable in principle. The design and layout is considered to sit comfortably within its context and will not result in any significant impact upon neighbour amenity, highway safety or ecology/landscaping. Conditions and a legal agreement are proposed to be secured to mitigate the impacts of the development. The reason for Coventry City Council granting planning permission is because the development is in accordance with: Policies H3, DE1, AC1, EM5, EM6, EM7, GE3 and IM1 of the Coventry Local Plan 2016, Appendix 5 Car and Cycle Parking Standards for New Development and the aims of the NPPF 2018.