

<b>Planning Committee Report</b>	
<b>Planning Ref:</b>	FUL/2020/1143
<b>Site:</b>	London Taxi Holyhead Road
<b>Ward:</b>	Sherbourne
<b>Proposal:</b>	Erection of an extension to multi-storey car storage building, together with access alterations, car parking, drainage, landscaping and associated works (Resubmission of FUL/2019/3194).
<b>Case Officer:</b>	Emma Spandley

## SUMMARY

The application proposes the erection of an extension to an existing multi-storey car park (MSCP) restricted to the storage of the vehicles in association with the existing car dealership business.

## BACKGROUND

The larger site relates to a range of industrial buildings that were occupied by London Taxi as their manufacturing plant. They have since moved to Ansty Park and the site is allocated for housing in the local plan.

A previous application was withdrawn to allow amendments to be made. The current application consists of a three storey (reduced from four storeys) MSCP extension and reconfiguration of the existing access off Holyhead Road and reconfiguration of the internal areas of the existing car dealership business. The access arrangements from Holyhead Road are subject to a separate application FUL/2020/1141 which has been approved. The access arrangements are the same.

## KEY FACTS

<b>Reason for report to committee:</b>	Over 5 objections against the officer recommendation
<b>Current use of site:</b>	Vacant
<b>Proposed use of site:</b>	Multi Storey Car Park (MSCP) for storage.

## RECOMMENDATION

Planning committee are recommended to grant planning permission subject to conditions listed within the 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 makes provision for necessary developer contributions.
- The proposal accords with Policies: DS1, DS3, H2, DE1, AC1, AC2, EM4, EM5, EM7 and JE7 of the Coventry Local Plan 2016, together with the aims of the NPPF.

## APPLICATION PROPOSAL

The application proposes the erection of an extension to an existing multi-storey car park (MSCP) restricted to the storage of the vehicles in association with the existing car dealership business.

The proposed extension to the MSCP will have a maximum height of 13.7m; 39m long x 32m wide. In comparison the existing MSCP building is six storeys high with a maximum height of 21m.

## SITE DESCRIPTION

The larger site relates to a range of industrial buildings that were occupied by London Taxi as their manufacturing plant. They have since moved to Ansty Park and the site is allocated for housing in the local plan; located on the north east side of Holyhead Road. To the north is the former Coventry Rugby Ground redeveloped for housing and comprises Duckham Court; to the east and south east is the Railway Line and the properties located in Stanier Avenue and Worsdell Close; to the south is Holyhead Road (A4114) and an out of town retail park on the southern side of Holyhead Road.

The larger site spans between Holyhead Road and Coundon Road.

This application relates to the existing car dealership located fronting onto Holyhead Road to the south, which will abut the proposed housing site to the north and north west; with the railway lane to the east.

## 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/2019/3193	Demolition of the former London Taxi Manufacturing plant and erection of 107 dwellings (Use Class C3), together with access alterations, car parking, drainage, landscaping and associated works	withdrawn
FUL/2019/3194	Demolition of the former London Taxi Manufacturing plant and extension to multi-storey car storage building, together with access alterations, car parking, drainage, landscaping and associated works	withdrawn
FUL/2019/3195	Demolition of the former London Taxi Manufacturing buildings together with access alterations and associated works	withdrawn
DEM/2020/0498	Demolition of the former London Taxi Manufacturing plant	Approved 17th April 2020

FUL/2020/1142	Erection of 87 dwellings (Use Class C3), together with access alterations, car parking, drainage, landscaping and associated works (Resubmission of FUL/2019/3193).	Pending – waiting on S106 Recommendation is to approve
FUL/2020/1141	New access alterations and associated works for the former LTI site. (Resubmission of FUL/2019/3195).	Approved 29 <sup>th</sup> April 2021

## **POLICY**

### **National Policy Guidance**

National Planning Policy Framework (NPPF). 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".

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 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 H2: Housing Allocations  
 Policy DE1 Ensuring High Quality Design  
 Policy AC1: Accessible Transport Network  
 Policy AC2: Road Network  
 Policy EM4 Flood Risk Management  
 Policy EM5 Sustainable Drainage Systems (SuDS)  
 Policy EM7 Air Quality  
 Policy JE7 Local Employment

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

SPG Extending Your Home  
 SPD Air Quality  
 SPD Coventry Connected

## **CONSULTATION**

No Objections received from:

- Ecology;
- Education;
- Planning Policy;
- National Grid – Identified apparatus within the vicinity;
- West Midlands Police – No Objections.

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

- Archaeology – Requested an Historic Building Record (HER) as part of the demolition. This has been completed under DEM/2020/0498 and removed from the current application.
- Drainage – No objection subject to conditions
- Economic Development - no objections subject to conditions
- Environmental Protection – Requested further information relating to the demolition phase. This has been completed under DEM/2020/0498 and removed from the current application.
- Highways – No Objection, subject to conditions.
- Urban Design – Initial Objection to the layout of the housing site FUL/2020/1142 in relation to the MSCP extension, on receipt of amended plans submitted for FUL/2020/1142, the objection has been removed.

Immediate neighbours and local councillors have been notified; a site notice was posted on 2<sup>nd</sup> July 2020. A press notice was displayed in the Coventry Telegraph on 2<sup>nd</sup> July 2020.

One letter of objection has been received, raising the following material planning considerations:

a) Air Quality, however, relates to FUL/2020/1142 for the erection of 87no. dwellings.

An e-petition ran from 7<sup>th</sup> August 2020 to 9<sup>th</sup> October 2020 and attracted 69 signatures.

*“We the undersigned petition the Council to reject the planning application to extend the car storage garage that serves BMW Sytner dealership. Already our quiet neighbourhood is blighted by 24/7 noise of cars driving and sounding horns as they manoeuvre the garage. The extra fumes emitted from more cars is unacceptable in an already polluted area. Additionally, the threat of having more cars as a potential fire hazard so close to homes is a catastrophe waiting to happen. The garage already blots the landscape and a 4-storey extension will only exacerbate the problems. This should not be built in a residential area.”*

Any further comments received will be reported within late representations.

## **APPRAISAL**

Key issues:

- Design and visual issues
- Impact on the amenity of neighbouring properties;
- Highway Issues;
- Air Quality;
- Other matters;
- Equality implications;

### **Design and visual issues**

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).”

This is echoed by policy DE1 of the Coventry Local Plan 2016 (CLP).

The amendments to the current application have seen the MSCP being reduced by 2560mm to a maximum height of 13.7m. Urban Design have raised no objections to the proposal in terms of visual matters. However, did raise concerns with regards to the impact the proposed extension to the MSCP would have on the proposed housing site to the north and north west of the car dealership business premises. On the basis of the comments made by the urban designer in respect of FUL/2020/1142 – *Erection of 87 dwellings (Use Class C3), together with access alterations, car parking, drainage, landscaping and associated works (Resubmission of FUL/2019/3193)*, amendments were made to the layout of the allocated housing site, which have now seen all objections removed (refer to Amended Drawing - Proposed Block Plan - Drawing No.P19-0904-014A- Option 2). Now a satisfactory residential environment can be created and moreover the extension to the existing MSCP storage facility will not compromise the delivery of the allocated housing site that surrounds it.

Taking all of the above into account, the proposed development will not introduce an incongruous feature within the street scene and is in accordance with the aforementioned policies.

### **Impact on neighbouring amenity**

All extensions to houses are assessed against Policy DE1 of the CLP and the SPG titled ‘Extending Your Home’. The Extending Your Home SPG. However, the SPG gives

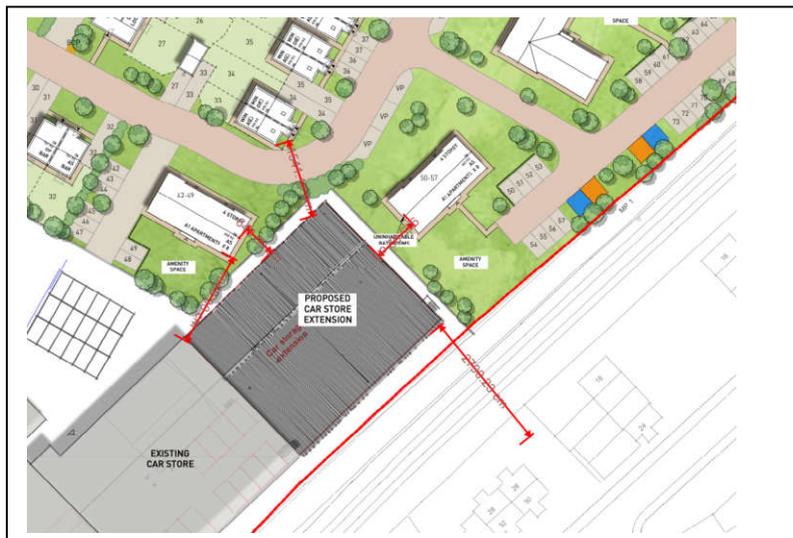
minimum separation distance required to be achieved in order to contribute to sustainable development and what is considered to be an acceptable impact.

The SPG states a minimum distance of 12m should normally be maintained between the side elevation of the extended property and the rear elevation of the neighbour's properties and a 20m window to window separation distance.

This is in order to reduce the visual impact of extensions on the amenities of neighbouring properties. This separation distance may need to be increased if the ground level of the site is elevated above the neighbouring site.

The nearest existing residential properties located on the other side of the Railway Line to the south east are Nos 28 and 26 Hawksworth Drive, who are set at least 28m from the proposed side elevation of the MSCP extension, and being only 13.7m high with no habitable room windows these properties will not be demonstrably harmed through visual intrusion or loss of light.

Turning to the proposed housing allocation layout submitted under FUL/2020/1142, more specifically Amended Drawing - Proposed Block Plan - Drawing No. P19-0904-014A - Option 2 submitted on 18<sup>th</sup> February. Extract below



There will be two four storey blocks of flats located adjacent to the extension to the MSCP, each block has been orientated so that there are no side facing habitable room windows and have been set off the boundary with the extension to the MSCP. The block to the west has been aligned so the direct sight view will hit the corner of the existing MSCP at 6 storey before widening out.

Any lighting can be controlled by a condition which would require the details to be submitted prior to their inclusion.

Taking all of the above into account the proposed MSCP extension will not cause harm to the occupiers of the existing properties located within Hawksworth Drive and therefore Worsdell Close and Stainer Avenue or the proposed occupiers of the flats located within the adjacent housing allocation site, through visual intrusion or loss of light and will not be an overbearing impact. The application is in accordance with the aforementioned policies.

## **Highways**

Policy AC1 of the CLP 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 AC2 of the CLP states new development should not compromise the capacity and/or safety of the highway network.

As originally submitted, the proposed access to the site did not provide a safe and convenient route from Holyhead Road to Coundon Road which would have interrupted the safe progress of cyclists. The following was required in order to remove the highways objection: -

- A 3m wide cycle track on the western side of the access road;
- A stop line placed behind the cycle track in the MINI site and improve the inter visibility;
- 2.4m x 25m visibility splays required for all access having a junction with the cycle track;
- Removal the bellmouth access into the land;
- Provide tracking for a car transporter serving the car dealership it needs to show how the transporter passes through the site if all parking spaces are occupied. It looks extremely unlikely that the in-and-out route can be negotiated by a car transporter;
- Provide details of the location of where a car transporter will park to load and unload;
- Consider moving the northern orange access to the new car storage building further south to avoid visibility issues to the north, in front of the open space;
- Because changes are proposed to the roundabout arm into the site, the Highway Authority requires a Road Safety Audit for the design as submitted on the PJA General Arrangement drawing 04270 A 0001 P9. The RSA should encompass the access road itself, given the number of side accesses, the traffic calming feature and the fact that a significant number of amendments have been recommended in this response.
- An explanation as to why the splitter island is being removed is also required.

An Amended Proposed Site Plan was submitted which has answered all the questions above. On this basis, highways raise no objections to the proposed new access, subject to conditions. The access has been approved under FUL/2020/1141.

### **Air Quality**

The matter of air quality has been considered in the round across the development and has primarily implications for the residential application as it is that application which has increases in traffic generation associated with it, whereas the car store extension actually results in reduced trips to the site because cars do not need to be retrieved on a regular basis from the offsite storage site. The submitted Transport Assessment (para 4.1.3) states "The extension to the existing BMW showroom car storage area will allow for additional vehicles to be stored on-site, rather than off-site as they are currently. There are currently 300 storage spaces in the existing building, which would be increased by 232 spaces as part of this application. There would be no additional staff employment at the site following the expansion to the storage area. Minor re-configuration of the access to the Sytner BMW part of the site is also proposed to create a more efficient layout". The Transport Assessment (para 5.2.7) confirms the net reduction in trips.

On this basis EV charging points will not be required as the car park is for storage purposes only.

### **Other Matters**

On the Flood Risk and Drainage Officer has no objections subject to conditions for provision to be made avoid sediments loads on the surface water runoff and to ensure no increase in flood risk during construction and to ensure no discharge of surface water to the Public Highway.

Environmental Protection required further information in relation to the Hours of Opening and plant and machinery. This can be controlled by a suitable worded condition requiring a further noise assessment to be submitted at a later date and on that basis, they have no objection.

### **Equality Implications**

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 the character and appearance of the area subject to relevant conditions and contributions. The reason for Coventry City Council granting planning permission is because the development is in accordance with: Policies: DS1, DS3, H2, DE1, AC1, AC2, EM4, EM5, EM7 and JE7 of the Coventry Local Plan 2016, together with the aims of the NPPF.

### **CONDITIONS:/REASON**

1. The development hereby permitted shall begin not later than 3 years from the date of this decision.

**Reason:** *To conform with Section 91 of the Town and Country Planning Act 1990 (as amended).*

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

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

3. No development approved by this permission shall be occupied until the following information has been submitted to and approved in writing by the local planning authority:
  - I. Details to demonstrate provision to avoid sediments loads on the surface water runoff during demolition phase.
  - II. Details for the drainage of the site to ensure there are no temporary increases in flood risk, on or off site, during the construction phase.
  - III. Details for the drainage of the site to ensure there is no discharge of surface water to the Public Highway.

**Reason:** *To ensure that adequate drainage facilities are available for the satisfactory and proper development of the site in accordance with policies EM1, EM4 and EM5 of the Coventry Local Plan 2016 and Coventry City Council's adopted Supplementary Planning Document for 'Delivering a More Sustainable City'*

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, as amended, or any Order revoking and re-enacting that Order with or without modification, the extension to the Multi Storey Car Park (MSCP) shall be used only for storage of motor vehicles and for no other purpose (even if such other purpose would not otherwise require planning permission or would otherwise be permitted by any legislation)

**Reason:** *It is considered necessary to strictly control the nature and intensity of the use of the site and only the approved use has been considered in establishing whether the proposal would have acceptable impacts in this location, and other uses would require further detailed consideration in accordance with Policies DS3, EM7, AC1 & AC2 of the Coventry Local Plan 2016.*

5. Prior to the first use of the development hereby permitted, details of both hard and soft landscaping works shall be submitted to and approved in writing by the Local Planning Authority. Details of hard landscaping works shall include boundary treatment, including full details of the proposed boundary walls, railings and gates to be erected, specifying the type of bricks and colour of the railings and gates; footpaths; and hard surfacing (which shall be made of porous materials or provision shall be made to direct run-off water from the hard surface to a permeable or porous area). The hard landscaping works shall be completed in strict accordance with the approved details within three months of the first occupation of the Multi Storey Car Park (MSCP) extension hereby permitted; and all planting shall be carried out in accordance with the approved details within the first planting and seeding seasons following the first occupation. Any tree(s) or shrub(s) which within a period of five years from the completion of the development dies, is removed or becomes; in the opinion of the Local Planning Authority; seriously damaged, defective or diseased shall be replaced in the next planting season with another of similar size and species. All hedging, tree(s) and shrub(s) shall be planted in accordance with British Standard

BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations and BS4428 - Code of Practice for General Landscape Operations.

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

6. Prior to their incorporation into the development hereby permitted, sample details of all facing and roofing materials shall be submitted to and approved in writing by the Local Planning Authority. These details shall be installed only in full accordance with the approved details prior to the first occupation of the development and thereafter shall be retained and shall not be removed or altered in any way.

**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 DE1 of the Coventry Local Plan 2016.*

7. Prior to commencement of the development hereby permitted full details of the access shown indicatively on drawing No.AAA598-RPS-XX-GF-DR-A-102 Rev P04 shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the access shall only operate in full accordance with the approved details which shall not be amended in any way.

**Reason:** *In the interests of highway safety in accordance with the aims and objectives of Policies AC1, AC2 and AC3 of the Coventry Local Plan 2016.*

8. The development hereby permitted shall not be occupied unless and until the access to the site, manoeuvring space(s) and car parking area(s) indicated on the approved drawings have been provided in full accordance with those details and thereafter those areas shall be kept marked out and available for such use at all times.

**Reason:** *In the interests of highway safety in accordance with the aims and objectives of Policies AC1, AC2 and AC3 of the Coventry Local Plan 2016*

9. No development (including any demolition) shall take place unless and until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority. The CMP shall include details of:
- hours of work;
  - hours of deliveries to the site;
  - the parking of vehicles of site operatives and visitors during the demolition/construction phase;
  - the delivery access point;
  - the loading and unloading of plant and materials;
  - anticipated size and frequency of vehicles moving to/from the site;
  - the storage of plant and materials used in constructing the development;
  - the erection and maintenance of a security hoarding including decorative displays and facilities for public viewing where appropriate;
  - wheel washing facilities and other measures to ensure that any vehicle, plant or equipment leaving the application site does not carry mud or deposit other materials

onto the public highway;

- measures to control the emission of dust and dirt during demolition and construction;
- measures to control the presence of asbestos;
- measures to minimise noise disturbance to neighbouring properties during demolition and construction;
- details of any piling together with details of how any associated vibration will be monitored and controlled; and
- a scheme for recycling / disposing of waste resulting from demolition and construction works.

Thereafter, the approved details within the CMP shall be strictly adhered to throughout the construction period and shall not be amended in any way.

**Reason:** *The agreement of a Construction Management Plan prior to the commencement of development is fundamental to ensure a satisfactory level of environmental protection; to minimise disturbance to local residents and in the interests of highway safety during the construction process in accordance with Policies EM7, AC1 and AC2 of the Coventry Local Plan 2016.*

10. Before the southern access (labelled A) off the new side road hereby permitted is first used a 2.4 metre by 25 metre visibility splay shall be provided at the back of the highway on either side of the proposed access way in full accordance with the approved drawings. The visibility splays shall be retained thereafter with nothing in the visibility splay exceeding 600mm in height.

**Reason:** *In the interests of highway safety in accordance with the aims and objectives of Policies AC1 and AC2 of the Coventry Local Plan 2016.*

11. Before the northern access (labelled B) off the new side road hereby permitted is first used, NO EXIT signage and road markings shall be completed to the satisfaction of the LPA and retained thereafter.

**Reason:** *In the interests of highway safety in accordance with the aims and objectives of Policies AC1 and AC2 of the Coventry Local Plan 2016.*