

# Late Representations

## Planning Committee 26 May 2022

|             |  |             |      |             |       |             |       |             |       |
|-------------|--|-------------|------|-------------|-------|-------------|-------|-------------|-------|
| Item No. 5  | <p><b>Application No. - FUL/2021/2241</b></p> <p>Description of Development - Change of Use from existing hotel (Use Class C1) to provide 58 bed care home with supporting facilities (Use Class C2) and solar panels on raised platform installed within rear area of car park and associated external works.</p> <p><b>Site Address -</b> 428 The Chace Hotel London Road</p> <p><b>Recommendation:</b><br/>Planning committee are recommended to delegate the grant of planning permission to the Strategic Lead for Planning subject to conditions and the completion of a s106 Legal Agreement to secure NHS contributions.</p>   |             |      |             |       |             |       |             |       |
| Item No. 7  | <p>Description of Development - Erection of 44 apartments and associated infrastructure (Paragon Park Phase 7)</p> <p><b>Site Address -</b> Paragon Park Foleshill Road</p> <p><b>Recommendation</b><br/>Planning committee are recommended to delegate the grant of planning permission to the Strategic Lead for Planning subject to conditions and subject to the completion of a S106 Agreement to secure the contributions listed, a Green Travel Plan and the affordable housing provision.</p> <p><b>Appraisal</b><br/>The application proposes 44no two bedroomed houses. Whilst it is acknowledged that Policy H4 states at paragraph 1: -<br/><i>'The Council will require proposals for residential development to include a mix of market housing which contributes towards a balance of house types and sizes across the city in accordance with the latest Strategic Housing Market Assessment'</i></p> <p>It further states at paragraph 2 that there may be circumstances when it may not be appropriate to provide the full range of house types:</p> <p>2b) Locational issues, such as highly accessible sites within or close to a designated centre where larger homes and low/medium densities may not be appropriate.<br/>2c) sites with sever development constraints where housing mix may impact on viability.</p> <p><u>Assessment</u><br/>Outline application OUT/2014/2538 and full planning permission was granted by planning committee on 2<sup>nd</sup> March 2015. The application approved up to 700 dwellings. The outline application approved the scale of the dwellings to comprise a mix of; 2, 2.5 and 3 storey dwellings along with 3-storey apartment buildings.</p> <p>Phase 1, comprised: 113 dwellings</p> <table border="1"> <tr> <td>1 bedroomed</td> <td>3no.</td> </tr> <tr> <td>2 bedroomed</td> <td>30no.</td> </tr> <tr> <td>3 bedroomed</td> <td>52no.</td> </tr> <tr> <td>4 bedroomed</td> <td>28no.</td> </tr> </table> | 1 bedroomed | 3no. | 2 bedroomed | 30no. | 3 bedroomed | 52no. | 4 bedroomed | 28no. |
| 1 bedroomed | 3no.   |             |      |             |       |             |       |             |       |
| 2 bedroomed | 30no.  |             |      |             |       |             |       |             |       |
| 3 bedroomed | 52no.  |             |      |             |       |             |       |             |       |
| 4 bedroomed | 28no.  |             |      |             |       |             |       |             |       |

Phase 2 was granted under RMM/2015/2577 - related to the former Courtaulds factory fronting Foleshill Road.

Phase 2 comprised 195 dwellings of which 97 were one and two bedroomed flats:

|             |       |
|-------------|-------|
| 1 bedroomed | 28no. |
| 2 bedroomed | 99no. |
| 3 bedroomed | 33no. |
| 4 bedroomed | 35no. |

Phase 5 was granted under RMM/2019/1252. Phase 5 comprised 99no. dwellings, of which 10no. units were two bedroomed flats.

|             |       |
|-------------|-------|
| 2 bedroomed | 30no. |
| 3 bedroomed | 63no. |
| 4 bedroomed | 6no.  |

Phase 6 was granted under RMM/2018/0519 & S73/2015/2068. Phase 6 comprised 234 dwellings: of which 116no. were 2no bedroomed flats in a three-storey building.

|             |        |
|-------------|--------|
| 2 bedroomed | 145no. |
| 3 bedroomed | 68no.  |
| 4 bedroomed | 21no.  |

Running Total across Site.

|             |        |        |
|-------------|--------|--------|
| 1 bedroomed | 31no.  | 4.84%  |
| 2 bedroomed | 304no. | 47.43% |
| 3 bedroomed | 216no. | 33.70% |
| 4 bedroomed | 90no.  | 14.04% |

As can be noted above, a mix of types of properties have been provided across the site. Furthermore, the net site-wide density is not distributed uniformly across the site. Rather the density varies across different areas of the site, in accordance with the character and context.

The higher density development is along Foleshill Road and Stoney Stanton Road reflecting the scale of the buildings opposite and the importance of the location along Foleshill Road. The flats are located within the retained former factory building, with some new build blocks of flats adjacent.

Phase 5 also approved a three-storey block of flats, facing onto the new spine road called Paragon Way.

The core area of the site is the medium density area which comprises detached, semi-detached and small terraces of houses.

The south-western edge of the residential development area faces the canal and the Conservation Area and the eastern edge facing Webster's Park are the lower density areas, which comprise larger detached houses in bigger plots behind private drives.

Therefore, the higher density areas are on the main arterial routes, Foleshill Road and as approved under Phase 5, along Stoney Stanton Road with the approval of three storey blocks of flats, proposing 10no two bedroomed flats.

The application site was formally ear marked for employment uses, however, the entire redevelopment site is now all an allocated housing site. This particular application site's location is sited with Paragon Way to the north, with the three-storey block of flats beyond and three storey houses previously approved to the west. As noted within the main committee report, a commercial business called EMR (European Metal Recycling) is located to the south and southwest of the application site. Along the boundary with EMR

and the wider Paragon Park development including the current application is an acoustic bund comprising a 7.2m high earth bund with a 4.3m high acoustic fence on top (11.5m overall height).

The bund has a steep slope on the EMR side, with a much shallower gradient facing the application site that is soft landscaped, including trees and shrubs.

As also noted within the main committee report, the noise assessment accompanying the application states that due to the site's particular constraints, namely being located adjacent to a busy arterial road, B4109, Stoney Stanton Road and the EMR site, the flats windows facing these elements are required to be fixed glazed to help achieve the required internal noise levels. It would not be considered viable or feasible to build larger units in this location.

Furthermore, the site is located within a highly accessible location with bus stops located south bound, on the opposite side of the road to the application site with Bus service No.21 and No.21s with services running every 10 minutes approximately to the city centre; the northbound bus stop with the same Bus service runs along Stoney Stanton Road which provides access to local convenience shopping and beyond to the Gallagher Retail Park.

Taking all of the above into account, it is considered in this particular instance that a range of house types is not required and the provision of an entirely two bedroomed flat development is in accordance with Policy H4 paragraph 2b and 2c of the Coventry Local Plan.

#### Parking

Linking into the above sustainable location of the site and to further expand of the lack of parking provision when assessed against the parking requirements in accordance with Appendix 5 of Coventry Connected SPD. As noted within the main committee report, the flats are two bedroomed with only one parking space each allocated. The parking requirement is two car parking spaces per flat.

All of the houses provided across the site have the full parking provision of two off road spaces.

The profile data for the Foleshill electoral ward with regards to car ownership levels, dated 2018 shows:

- 41% of Foleshill residents do not own a car.
- 45% of Foleshill residents own one car, and
- 14% Foleshill residents own more than one.

The application has been supported by a Transport Statement, which sets out the areas the Travel Plan will cover. The Travel Plan and its monitoring is being secured by S106 and a condition, these include free introductory bus passes; the extension of the Cycle Hire Scheme to this part of the city with the development providing a Cycle Hire Station and introductory minutes for the bikes uploaded for the residents.

On this basis, due to the sustainable transport options available to the proposed residents namely, bus, walking and cycling which provides access to local convenience shopping and retail parks, together with the sustainable transport initiatives to be secured via the S106, one of which being the much-needed extension to the Cycle Hire Scheme currently in Coventry.

The lower threshold of parking is acceptable in this particular situation and in accordance with Policy DS3, H3 and AC3 of the Coventry Local Plan and the Coventry Connected SPD.

Open space provision

As noted within the main committee report, the application does provide the necessary amount of undeveloped areas, in accordance with Policy H9 of the Coventry Local Plan.

However, it will also be noted that the proposed flats do not have any of their own private, communal, outside, amenity space and instead are relying on the nearby Websters Park, which forms part of the original outline application, Red House Park and Red Lane Park. It is considered a fuller explanation is required.

As mentioned above, the site is located in between EMR and Stoney Stanton Road, as noted above, there is a 11.5m high acoustic bund / fence between the site and EMR to aid in noise mitigation measures; furthermore, the proposed development will require the facades facing these noise generators to be fixed, to ensure the internal noise limits can be met. It is therefore considered that the noise limits for private gardens would be problematic in being met, therefore in this particular circumstance it is considered acceptable for the site to not provide any dedicated private communal amenity space for the flats. This is in accordance with Policy DS3, H3 and DE1 of the Coventry Local Plan.

**Amended Conditions**

Condition No.3 states: -

*'No development (including any demolition or preparatory works) shall take place unless and until a written scheme of archaeological investigation, which shall include a detailed programme of archaeological works, has been submitted to and approved in writing by the Local Planning Authority. For land that is included within the WSI, no demolition / development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives; and:*

- *The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;*
- *The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the approved WSI.'*

This condition was applied to the original outline application and has been discharged for the entire site which includes the current application site.

Changed Condition No.3:-

*'The development shall proceed in accordance with details contained within the written scheme of investigation report approved under DC/2016/0500'.*

Item  
No. 9

**Application No. - FMP/2021/3789**

Description of Development - Demolition of six existing school buildings and erection of three new buildings for teaching and educational purposes (Use Class F1); changes to internal circulation routes, site drainage, landscaping and parking provisions together with a temporary haul road, sports and temporary classrooms for use over the construction period.

**Site Address** - Coundon Court School And Community College Northbrook Road

**Consultation Response**

Cllr Ryan Simpson has written in support of the application. Cllr Simpson supports the multi-million-pound investment into regenerating Coundon Court School from the Government's £1billion School Rebuilding Programme, which so far has committed to rebuilding four schools in Coventry. This has become necessary as many of the school's post-war buildings are no longer fit for purpose and have reached the end of their built life. The new teaching blocks will create an enhanced learning environment and build upon the recent additions to the school's teaching offer.

Cllr Simpson notes the real benefits as part of this scheme, such as the goal to be Net Zero in operation, by including solar panels, air source heat pumps and rain gardens, which will all help our city meet its climate commitments.

Care has been given to the two locally listed buildings on the site. The architecture of the new buildings have been suitably designed to complement the heritage of the 'Old House', and now create more open space in their surroundings.

Residents have raised concerns about construction, and how this will affect noise and air quality. A Construction and Environmental Management Plan has been submitted which will enables residents to hold the contractor accountable.

Cllr Simpson is pleased to see that the school and contractor have agreed to tarmac the haul road, in order to minimise the disruption caused by dust.

**Amended Conditions**

Condition No.2 is updated to reflect the approved documents.

|                                 |      |                              |
|---------------------------------|------|------------------------------|
| Block 1 - Proposed Roof Plan    | JWA  | SRP1018-JWA-B1-00-DR-A-1012  |
| Block 1 – Proposed Sections     | JWA  | SRP1018-JWA-B1-ZZ-DR-A-4011  |
| Block 2 - Proposed First Floor  | JWA  | SRP1018-JWA-B2-02-DR-A-1021  |
| Block 2 - Proposed Second Floor | JWA  | SRP1018-JWA-B2-02-DR-A-1022  |
| Block 2 - Proposed Roof Plan    | JWA  | SRP1018-JWA-B2-RF-DR-A-1023  |
| Block 2 – Proposed Sections     | JWA  | SRP1018-JWA-B2-ZZ-DR-A-4021  |
| Block 3 - Proposed Second Floor | JWA  | SRP1018-JWA-B3-00-DR-A-1032  |
| Block 3 - Proposed Roof Plan    | JWA  | SRP1018-JWA-B3-00-DR-A-3033  |
| Block 3 – Proposed Sections     | JWA  | SRP1018-JWA- B3-ZZ-DR-A-4031 |
| External Security Layout        | CSD  | SRP1018-CSD-EX-XX-DR-E-68100 |
| External Lighting Layout        | CSD  | SRP1018-CSD-EX-XX-DR-E-63302 |
| Temporary Layout & Haul Road    | Ares | SRP1018-ALA-00-XX-SK-L-0005  |

Preliminary Ecological Appraisal, dated 17th December 2021 - Report Ref:1620013309-001 Issue 1

Original Condition No.7:

*'Within three months of the first occupation of the development hereby permitted, details of a scheme and programme of works for the restoration of hard courts shall be submitted to and agreed in writing by the Local Planning Authority. The restoration works shall commence within three months of the approval of this condition in accordance with the approved scheme and shall thereafter they shall be retained and shall not be removed or altered in any way.'*

Amended Condition No.7:

*'Within three months of the first occupation of the development hereby permitted, details of a scheme and programme of works for the restoration of hard courts shall be submitted to and agreed in writing by the Local Planning Authority. The restoration works shall commence, within three months of the removal of the temporary haul road and shall be completed within x months in accordance with the approved scheme and programme of works and shall thereafter they shall be retained and shall not be removed or altered in any way.'*

Original Condition No.23

*'The development hereby permitted shall not be occupied unless and until the bin storage areas have been provided in full accordance with the details shown on the approved plans and thereafter, they shall remain available for use at all times and shall not be removed or altered in any way.'*

Amended Condition No.23

*'The bin storage areas shall be provided within three months of the completion of the final block in full accordance with the details shown on the approved plans and thereafter, they shall remain available for use at all times and shall not be removed or altered in any way.'*

Original condition No.24:

*'No works to the footway shall be carried out until full engineering details have been submitted to and approved in writing by the Local Planning Authority. Before the development hereby permitted is first occupied the eastern vehicle access point onto Northbrook Road shall have been permanently closed to vehicle traffic and the footway reinstated and any associated footway works completed in full accordance with the details shown on the approved drawings and the approved engineering details.'*

Amended Condition No.24:

*'No works to the footway shall be carried out until full engineering details have been submitted to and approved in writing by the Local Planning Authority. Within 3 months of the development hereby permitted being first occupied the eastern vehicle access point onto Northbrook Road shall have been permanently closed to vehicle traffic and the footway reinstated and any associated footway works completed in full accordance with the details shown on the approved drawings and the approved engineering details.'*

Original Condition No.26

*'Within 3 months of the development being brought into use, the temporary access road shall be completely removed, and the playing field reinstated to a condition fit for use as a playing field.'*

Amended Condition No.26:

*'Within 6 months of the final-block being brought into use, the temporary access road shall be completely removed, and the playing field reinstated to a condition fit for use as a playing field.'*

