

Late Representations

Planning Committee 15 September 2022

Item No. 6	<p>Application OUT/2020/1505 - A444 Land at Wilsons Lane</p> <p>Description of Development - Outline application for the demolition of existing buildings and the erection of up to 73 dwellings and up to 55,750 sqm of employment/commercial floor space (comprising of 50,000 sqm of B8 use (including 2,500 sqm ancillary E(g)(i) office) and 5,750 sqm of B2/B8/E(g)(iii) uses (including 300 sqm ancillary E(g)(i) office)), complete with access, local area for play (LAP), land remodelling, landscaping, attenuation and the diversion of a Public Right of Way (REF B25) with all matters reserved except for access.</p> <p>Site Address - A444 Land at Wilsons Lane</p> <p>Amended Conditions</p> <p>The Committee report recognises the concerns raised by local residents that Wilson's Lane/Old Farm Road could be used as a pickup and drop off point for future employees. Although a pickup and drop off area is proposed internally within the employment site to discourage surrounding residential streets being used Officers suggest that this is specifically added into Condition 20 at point vii (highlighted) so that details of the scheme can be agreed. Condition is therefore recommended to be updated as follows:</p> <p><i>20. No employment units shall be occupied until a Green Travel Plan (to promote sustainable transport choices to the employment site) has been submitted to and approved in writing by the Local Planning Authority. The approved measures (and any variations so approved) shall continue to be implemented in full at all times. The plan shall include:</i></p> <ul style="list-style-type: none"><i>(i) Specify targets, measures, ways of monitoring and support for employees and visitors traveling to and from the site to be encouraged to travel by foot, cycle, public transport, shared vehicles and other modes of transport which reduce emissions and the use of non-renewable fuels.</i><i>(ii) Set out measures designed to achieve those targets together with timescales and arrangements for their monitoring, review and continuous improvement.</i><i>(iii) Identify a senior manager of the business using the site with overall responsibility for the plan and a scheme for involving employees of the business in its implementation and development.</i><i>(iv) Monitored Travel Plan, including mechanisms for discouraging high emission vehicle use and encouraging the uptake of low emission fuels and technologies.</i><i>(v) Measures to support an Electric Vehicle Plan.</i><i>(vi) Designated parking spaces and differentiated parking charges for low emission vehicles.</i><i>(vii) A dedicated area within the employment site for vehicles dropping off and picking up employees.</i> <p>An additional condition is recommended to require details of the boundary treatment and access to the site from the residential development:-</p> <p>39. The reserved matters to be submitted in accordance with Condition 1 shall include details of boundary treatment and access to the site from the residential development to the employment site to ensure it is restricted to pedestrians and cyclists.</p>
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Item
No. 7

Application OUT/2021/2639 - Henley College, Henley Road

UPDATE PAPER – ADDITIONAL REPRESENTATIONS

Site: Henley College, Henley Road, Coventry

Proposal: Outline application for the erection of up to 112 residential dwellings with all matters reserved except for access and associated works including the demolition of the existing college buildings and structures.

Ward: Henley

Introduction

Following the publishing of the committee report, this update sets out the latest position in respect of the sports provision and communications with Sports England. Two representations have also been received and are discussed as follows.

Additional Representations

Since the publishing of the agenda and committee report, additional concerns have been raised by two members of the public, who have previously commented. It is understood that the representation has been circulated directly to committee members. A summary of the representation is as follows;

- Loss of education land/facilities
- Location of the proposed LEAP (Area of play) in relation to the adjacent farmland.
- Noise against the buildings to the south of the site and impact upon livestock.
- Impact upon the highway network.
- Increase in noise and traffic.

In response to bullet points one, four and five, these are covered on pages 6-7 and 9-10 of the committee report respectively (Pages 44,45 and 47,48 of the agenda pack). With regards the location of the proposed LEAP, within the submitted layout plan it does show public open space being provided to the west and south of the site. The exact location of the proposed LEAP, or indeed the layout of it is not being considered as part of the application and would therefore form part of the considerations at reserved matters stage.

With regards the noise impacts upon the adjoining barn, this forms the northern boundary treatment of Henley Mill Lane to the south. It is noted that the building is located directly adjacent to an existing sports field and is therefore deemed to be an existing issue. However, this sports field is not within the submitted red line boundary and as such conditioning any mitigation as part of the outline application would fall out of scope of the application. An informative could however be appended to the decision, should committee be minded to grant planning permission to encourage the applicants to explore a potential solution with the neighbour as part of any ongoing plans for the adjacent site. Should additional development be proposed within the blue line, this would of course be subject to any planning permissions as required.

Sports Provision

Within the committee report, members will note that Page 13 of the report (Page 51 on agenda pack) reference is made to the future of the retained sports pitches, and the objection from Sports England. Since the issuing of the committee report officers have

	<p>further engaged with Sports England and the applicants as to the ongoing sports provisions in respect of these pitches. It is understood that they will be offered to local clubs on a peppercorn rent and will be available for an element of public use. Should members be minded to grant planning permission, these sports fields shall form part of the obligations and agreement which will be within the Section 106 agreement attached to the application, the use of these pitches will be required to be retained thereafter.</p> <p>In considering the position of Sports England, Paragraph 99 of the NPPF states that; 'Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:</p> <ul style="list-style-type: none"> a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use. <p>In this instance, Sports England consider that there is a shortfall of tennis provision to the north of the city and a lack of finances within the Local Tennis Association to fund new courts. Whilst Sports England have acknowledged that the tennis courts are not available for community use, they do form part of the wider playing field. Sports England therefore consider that the loss of the tennis courts should be off-set through suitable contributions in order to address their objection. There has been debate as to the financial contribution which is required to off-set the loss of the tennis courts.</p> <p>At the time of writing the applicants have agreed, in addition to the retention of the land, to a financial contribution of £25,000.00 towards improvements to tennis provision within the city, in accordance with the Council's wider Playing Pitch Strategy. Whilst Sports England have not formally confirmed that this is sufficient to remove their objection, officers consider that, given the viability case put forward, together with consideration to the existing condition of the tennis courts, the measures proposed to address the loss of the provision that the application is acceptable and the proposals would accord with Paragraph 99 and the adopted Local Plan.</p> <p>Should Sports England duly confirm that this is sufficient to remove their objection then there will not be a requirement for the application to be referred to the Secretary of State. If, however, the objection is maintained then if Members are minded to grant Planning Permission, then the application would need to be referred to the Secretary of State, as acknowledged within the committee report.</p>
<p>Item No. 8</p>	<p>Application FUL/2022/0583 - Brookside House, Burnhall Road</p> <p>Description of Development - Demolition of existing industrial building and erection of purpose built student accommodation (196 Rooms), amenities, landscaping, access and associated works</p> <p>Site Address - Brookside House Burnhall Road</p> <p>Proposal- <u>Noise:</u> The Applicant has submitted a Supplementary Letter from Clover Acoustics - dated 25/08/2022, which is summarised below:</p>

- A noise breakout prediction model has been compiled based on conservative estimates of the neighbouring building envelope and potential source levels which could be introduced. The noise breakout prediction has been based on a high use workshop with multiple machines in simultaneous operation with an ambient sound pressure level of 90dB(A).
- Based on a high noise workshop at 90dB(A) within the neighbouring unit predicts an external noise level at the proposed eastern elevation of Brookside House of 53dB(A). The current typical daytime ambient levels were measured at 62dB LAeq,16hr and 56dB LAeq, 8hr during the night-time period.
- The proposed glazing scheme on the eastern elevation is based on a 27dB Rw + Ctr glazed unit. The internal noise prediction shows a predicted noise rating level of NR21.
- The approximate relationship between noise rating and dB(A) is typically considered $NR \approx dBA - 6$. This would predict internal levels ~27dB(A) which is below the BS8233 daytime criteria of 35dB(A) and night-time 30dB(A).
- In the event typical light industrial sources were introduced, the proposed glazing mitigation scheme shows a good internal noise level can be achieved. Where windows are relied on for sound insulation an alternative ventilation scheme may be required. It is understood the proposed scheme has included for an alternative ventilation scheme. The adopted ventilation system should not compromise the prescribed glazing acoustic performance. In addition, with mechanical ventilation the desirable upper internal ambient noise levels from mechanical services should not exceed 30dB LAeq in bedrooms.

Highways:

The Applicant has submitted a number of documents in support of their application alongside a Highways Technical Note- Dated 9th September 2022:

- Torsion Students -Letter from Operations Manager- *The letter explains that there is very little demand for the car parking spaces at the Red Queen PBSA, and they are exploring the possibility of converting the car park areas to amenity areas due to lack of demand.*
- Torsion Students - Car Parking Traffic Management Enforcement Policy- *This document outlines the procedure of the arrival and departure of the students at the beginning and end of the academic year and the steps taken to monitor and enforce parking restrictions.*
- Assured Shorthold Tenancy Agreement Template- *This document is an example of the tenancy agreements. Clause 8.10 refers to cars usage and states that tenants would not park any car or other motorised vehicle at/within the grounds of the building nor have daily usage or ownership of a private motor vehicle in the Town within 3 miles of the Building during the Tenancy Period.*
- Management Statement – *Burnsall Road PBSA- This document relates to how the building will be managed, in relation to car access the document states this is a car free development, and they are promoting sustainable travel through walking, cycling and local transport. Students will not be permitted to bring cars to the site.*
- Travel distance comparison to other PBSA- *This document compares distances between student accommodation schemes; Burnsall Road, Westwood Mews & The Oaks to the University of Warwick (Zeeman building – central location) & Cannon Park Shopping.*

The Highways Technical Note that has been provided with the above-mentioned documents and the original accompanying Transport Statement report, has been submitted to provide evidence as to demonstrate that the proposed development will not have a significant adverse impact on the operation or safety of the surrounding highway network.

	<p><u>Massing:</u> The applicant has submitted a massing comparisons document which compares a revised option for a basement carpark to allow for 9 car parking spaces. In order to facilitate this, amenity spaces have been moved from the lower ground to the ground floor, which has reduced the studio allowance. To gain back the loss of studios, an option to add an additional storey stepped back from the facade has been looked at.</p> <p>This document does not form part of the planning application and is just for information which was circulated by the applicant to Councillors.</p> <p>Consultation Environmental Protection officers were consulted on the Supplementary Letter from Clover Acoustics - dated 25/08/2022. The applicant has provided noise modelling based on noise breakout from inside the adjacent building. However, they haven't included external/ extraneous noises from all surrounding buildings and uses as it is also the noise from movements outside the buildings, storage, deliveries, traffic, loading unloading which could impact on the proposed residential.</p> <p>The noise modelling results the consultants have used are averaged over the daytime period for 8 hours so doesn't really reflect bangs and crashes that you would usually hear on an industrial estate. It might be that the peaks indicated on the noise data is from passing traffic, but officers can't be sure.</p> <p>In theory all the glazing specification and noise mitigation measures proposed should protect the site according to the existing noise levels, the above points are raised as there are questions about surrounding use classes and possible hours of operation which are still unknowns. Therefore, unfortunately Environmental Protection officers still have concerns in relation to the future operations and uses in association with industrial activities possibly impacting the air and noise quality for future occupiers not making this a satisfactory environment for residents given the close proximity to industrial neighbouring units.</p> <p>Assessment- <u>Highways:</u> Planning officers acknowledge that there are Purpose Built Student Accommodation such as the Red Queen development, which have been approved and located at further distance. However, this application was approved with some level of parking. Each planning application must be assessed on its own merits.</p> <p>Highways have reviewed the additional information and maintain no objections to the proposals. However Planning Officers maintain an objection. The proposal fails to make provision for on-site parking provision in a location that is not directly accessible to the universities or in a sustainable location with access to services. Unfortunately Planning officer's concerns still remain and object to the proposals as they are contrary to Policies H10 and AC3 of the Coventry Local Plan 2016, and the parking standards contained within Car Parking for New Development (Appendix 5)' and the aims and objectives of the National Planning Policy Framework 2021.</p>
Item No. 9	<p>Application FUL/2021/1734 - 150 Far Gosford Street</p> <p>Description of Development - Demolition of existing buildings and redevelopment of the site for student accommodation with a commercial unit on the ground floor</p> <p>Site Address - 150 Far Gosford Street</p> <p>Additional Representations</p>

	<p>One additional representation from the Coventry Society has been received noting that the existing building is currently being considered for local listing. The Coventry Society believes that the local listing consultation should be properly considered by Planning Committee before a decision is made to demolish the building.</p> <p>Officers confirm that the process to assess the building for local listing is underway and the outcome is unknown at this stage. The Committee report's recommendation to grant demolition, minus the façade, is based upon both CCC Conservation and Historic England consultation advice. Even if the local listing of the building was to be successful this would not preclude the same assessment outcome and recommendation.</p> <p>Contributions As detailed in the Committee report Highways have requested a Travel Plan condition and associated monitoring fee contribution. The Travel Plan will identify what measures will be introduced to help to facilitate residential travel by sustainable modes of transport. This can include giving students credit to use with the West Midlands Cycle Hire Scheme or a Cycle Hire scheme for the building etc. The contribution is confirmed at £6800 to enable 10 years of Travel Plan monitoring.</p>
<p>Item No. 11</p>	<p>Application HH/2022/1331 - 56 Woodland Avenue</p> <p>Description of Development - Single Storey Side Extension, Loft Conversion, Extended Porch and Conversion of Existing Outbuilding to a Gym</p> <p>Site Address - 56 Woodland Avenue</p> <p>Introduction</p> <p>Amendments and clarifications to Officer Report.</p> <p>Appraisal The impact on residential amenity has been clarified as highlighted below.</p> <p><u>Impact on residential amenity:</u> The extension to the main house will not have any adverse impact upon the neighbouring properties as it does not project beyond the existing rear elevation. The extension will not overlook neighbour's amenity as it will have no windows on the side elevations which could affect neighbour's privacy. On the neighbouring property there are two windows on the side elevation, however these are both obscure glazed and do not lead to any habitable rooms.</p> <p>The Officer Report indicates that any impact on the highway network will not be severe. Highways have confirmed that there will be no impact on the highway network:-</p> <p><u>Highway considerations:</u> As this is a householder application, it is considered that the proposal will not cause any impact upon highway safety. The proposal will result in the loss of a car parking space however there is still on-site parking available.</p>