

APPLICATION NUMBER: FUL/2019/0296

ADDRESS: 28 Holbrook Lane

PROPOSAL: Creation of two studio apartments within a single storey rear extension

INTRODUCTION

The purpose of this report is to consider the above application

RECOMMENDATION

That planning permission be **refused** for the reasons outlined in the attached schedule.

DESCRIPTION OF APPLICATION SITE

The application site relates to semi-detached building located on the eastern side of the highway (Lockhurst Lane Bridge). The property has a ground floor shop unit and existing apartments within the rear ground floor and first floor (the exact number is unknown as this section of the application form has not been completed). The street scene is characterised by a run of shops; however the wider locality is residential in character. The site is within the built up area of Coventry.

PROPOSAL DESCRIPTION

Planning permission is sought for the erection of a single storey rear extension to provide two one-bedroomed studio flats.

RELEVANT PLANNING HISTORY

FUL/2018/3380 Change of use from tattoo parlour (sui generis) to hot food takeaway (A5): Withdrawn 28/01/19

LOCAL PLAN POLICIES

As required by Section 38(6) of the Planning and Compulsory Purchase Act 2004, the proposed development must be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The Statutory Development Plan for the area relevant to this application site comprises of the Coventry City Council Local Plan 2016. Relevant policies are outlined below.

- Policy DE1 Ensuring High Quality of Design
- Policy H3 Provision of New Housing
- Policy DS3 Sustainable Development Policy
- Policy H5 Managing Existing Housing Stock
- Policy AC1 Accessible Transport Network
- Policy AC4 Walking and Cycling
- SPG Creating a More Sustainable City
- SPG Design guidance for new residential development
- Appendix 5 Car and Cycle Parking for New Developments

MATERIAL CONSIDERATIONS

CONSULTATION RESPONSES

<ul style="list-style-type: none">• Highways (CCC)	Objection
<ul style="list-style-type: none">• Environmental Protection (CCC)	No objection

PUBLIC RESPONSES

- Neighbour notification was sent in accordance with the Communications Record.
- A site notice was erected at the site on 08/03/19
- No representations received.

ISSUES AND APPRAISAL

Key issues:

- Principal of development
- Design and visual
- Neighbouring amenity
- Highways issues

Principal of development

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 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 within a sustainable location, with good access to local shops, services and public transport links. No issues are raised in terms of environmental pollution and the proposed residential use will remain compatible with surrounding residential uses. The proposed design solution however is poor, creating a cramped layout to the detriment of the amenities of the future occupiers of the development, thus failing to provide a high quality residential environment. Access to the proposed accommodation is also poor, being down a long narrow access way with little overlooking or natural surveillance. Furthermore the scheme fails to demonstrate sufficient car parking contrary to the Council's parking guidelines.

These issues are covered in greater detail below, however the scheme is considered to be contrary to the aims of Policies DE1, AC1 and H3 of the Coventry Local Plan 2016 and the car parking standards (Appendix 5) and is therefore not acceptable in principle.

Design and Visual

Policy DE1 of the Coventry Local Plan 2016 seeks to ensure that development complements or enhances the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features.

The proposed extension will create an appropriate design solution and will not be easily visible from the public highway. Nevertheless, In terms of layout, the proposed

dwelling units will not benefit from any street frontage or direct access and a contrived solution is provided that provides a poor residential environment. This is explored in greater detail below.

Neighbouring amenity

Policy H5 requires new development to be designed and positioned so it does not adversely affect the amenities of the occupiers of neighbouring properties.

The proposed extension will breach the 45-degree sightline measured from the adjoining neighbour to the south of the site. The proposed extension will also create an insufficient separation distance to a habitable window within the rear elevation of the existing building serving the ground floor flat contrary to the SPG. The scheme is therefore considered to result in a detrimental impact upon the outlook, light and amenities of the occupiers of adjoining properties.

In terms of the amenities of future occupiers the proposed units will have an insufficient separation distance between proposed habitable windows and the boundary fence (1.3m) providing extremely poor outlook and light to the detriment of the amenities of the future occupiers of the unit. The scheme is therefore considered contrary to Policy H3 in seeking to provide a high quality residential development and the SPG.

Highways issues

The site provides no existing off-street parking and no additional parking is provided for the proposed intensified use. The Highway Authority has objected to the proposed development. Highways note that the parking bay on Lockhurst Lane bridge does not provide suitable residential parking provision being time-restricted to 30 minutes waiting Monday to Friday 9 AM to 4 PM, Saturday and Sunday 7 AM to 6.30 PM, No Return within an hour.

The proposal would therefore result in the intensification in demand for on road parking provision in the locality, which would be to the detriment of highway safety, the free flow of traffic and to the amenities of the occupiers of adjacent dwellings.

The site plan identifies cycle parking and bin storage areas to serve the development, which can be conditioned accordingly.

CONCLUSION

It is therefore recommended that permission be refused.

REASON FOR REFUSAL

1. The proposal is contrary to Policy H3 of the Coventry Local Plan 2016, the Car and Cycle Parking for New Development (Appendix 5) and the aims and objectives of the NPPF 2019 in that insufficient provision is made for the parking of vehicles to serve the proposed development. The proposal would therefore result in the intensification in demand for on road parking provision in the locality where there is already a high demand; which would be to the detriment of highway safety, the free flow of traffic and to the amenities of the occupiers of adjacent dwellings.
2. The proposal is contrary to Policies H3 and DE1 of the Coventry Local Plan 2016 and the aims and objectives of the NPPF 2019 in that:
 - (i) The proposed extension by reason of its siting, design and extent of projection would result in serious demonstrable harm to the living

conditions of the occupiers of the adjoining property to the south of the application site through increased visual intrusion, loss of light and the introduction of an overbearing structure; and

- (ii) The proposed extension by reason of its siting and design in close proximity to windows providing the primary source of light and outlook to the existing rear apartment within the application site, would result in serious demonstrable harm to the occupiers of that rear apartment by reason of loss of increased visual intrusion, loss of outlook and the introduction of an oppressive and overbearing structure; and
- (iii) The proposed extension by reason of its siting and design would fail to provide an appropriate separation distance to the adjacent boundary fencing resulting in serious demonstrable harm to the occupiers of the proposed accommodation by reason of poor outlook and insufficient nature daylight.