

Application Number: FUL/2019/1081

Adjacent to Avon Building Kirby Corner Road

Replacement of existing cycle hoops with a new cycle shelter.

WITHIN GREEN BELT?	No
VISIBLE FROM GREEN BELT?	No
WITHIN CONSERVATION AREA?	No
LISTED BUILDING?	No

POLICY GUIDANCE

The Coventry Local Plan 2016 to 2031 has been adopted on 05/12/2017. Policies that are relevant include:
DS3
DE1
DS3
AC3
AC4

ADDRESS AND DATE OF NEIGHBOUR NOTIFICATION

- A site notice was placed on street furniture adjacent to the site on 16th May 2019.
- No representations have been received.

RELEVANT HISTORY

- Various relating the wider University of Warwick campus.

Previous Masterplan

The 2009 Masterplan and associated S106 approved:-

- 171,000 sq.m of additional floorspace split in the following way:-
 - 65,000 sq.m Academic (teaching and research)
 - 23,000 sq.m Other (includes Arts Centre, Management Training, Retail, Students Union, new Initiatives).
 - 26,000 sq.m Support (includes administration, library, social, catering and sports).
 - 57,000 sq.m Residential Accommodation
- A maximum of 5,422 car park spaces across the campus;
- 'Development Zones' with specific use, floorspace and height limits;
- A Travel Plan to encourage more sustainable forms of transport and to limit car trips.

Over the past nine years, a total of thirty-one building projects have either been completed, are under construction or have planning consent ready to start.

CONSULTATION RESPONSES

- Highways

ISSUES

Site and its location

The application site relates to the Westwood Campus, which is for teacher training. This section of the campus is located via Kirby Corner Road, opposite side of the road to the main campus along Gibbet Hill Road.

The application site is located to the front of the existing Avon Building, adjacent to the existing access road and car parking,

Details of Development

The application proposes to replace the existing cycle hoops with a cycle shelter.

Assessment

Principle

- NPPF paragraph No.7 states 'the purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.'
- So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 10 & 11)
- Paragraph 117 seeks to ensure planning policies are promoting an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Whilst paragraph 180 states new development should be appropriate for its location taking into account the likely effects of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site.
- Policy DS3 of the Coventry Local Plan seeks to secure development that improves the economic, social and environmental conditions in the area.
- The application site is located within the University Campus where the principle of development is acceptable.

Impact on the character and appearance of the area

- Paragraph 124 states the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- Paragraph 127 states 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 users⁴⁶; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- This is echoed by policy DE1 of the Coventry Local Plan 2016 which seeks to ensure that development complement or enhances the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features.
- This is also stipulated within the 'Extending Your Home' SPG which states development should harmonise and respect the local built form.
- The proposal relates to a cycle shelter which will be located on the footway between buildings on the Campus. The section of the campus is modern in design.
- On this basis the proposals will not introduce an incongruous feature within the street scene and the proposals are considered acceptable and in accordance with the aforementioned paragraphs within the NPPF and the policy DE1 of the Coventry Local Plan 2016.

Impact on the amenity of surrounding uses

- The NPPF seeks to protect the amenities of all existing and future occupants of land and buildings.
- There are no surrounding residential properties within this locality of the campus. It is to the front of an existing academic building adjacent to the access and car parking.

- It will not have a detrimental impact on the adjacent building by increased noise and disturbance or visual intrusion.

Impact on highways issues

- Policy AC1 'Accessible Transport Network' 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 AC3 of the Local Plan acknowledges that the provision of car parking can influence occurrences of inappropriate on-street parking which can block access routes for emergency, refuse and delivery vehicles, block footways preventing access for pedestrians, reduce visibility at junctions and impact negatively on the street scene. 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.
- Policy AC4 of the CLP states development proposals should incorporate appropriate safe and convenient access to walking and cycling routes.
- The location of the cycle shelter is located within an existing pedestrian area, therefore there is no parking implication for the structure.
- The structure does create additional academic floor space; On this basis the UoW is still covered by the details of the S106 attached to the original masterplan application therefore the application will not have a harmful impact on highway safety or the free flow of traffic.

CONCLUSION

In view of the design, siting and massing of the extension it accords with development plan policies and supplementary planning guidelines and therefore the application is recommended for approval.