

OFFICER REPORT

Application Number: FUL/2019/1411

Land Between 34 & 36 Farman Road

Erection of a new dwellinghouse

RECOMMENDATION

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

DESCRIPTION OF APPLICATION SITE

The application site is a former private accessway between No.34 and No.36 Farman Road which are two storey pre-war dwellings of traditional design and appearance. No. 34 is a detached house unlike any other houses in the street which are mainly terraced house and No. 36 Farman Road is an end terrace. Both No. 34 and No. 36 have single storey extensions at the rear and are constructed of red brick with pitched roofs.

PROPOSAL DESCRIPTION

The planning application proposes to erect a one-bedroom house in between the existing two dwellings. The proposed dwelling would share party walls with both neighbouring houses and the depth of the ground floor would be deeper than the first floor. This is to create a single storey element on ground floor. The dwelling would have direct access from Farman Rd through a single door and there is no on-street parking provision, similar to other houses on the street. The dwelling would have a flat roof that would be set lower than the eaves of the properties to either side.

RELEVANT PLANNING HISTORY

There is an on-going enforcement case on this site due to untidy site and a section 215 notice has been served.

FUL/2018/1780 – Erection of a dwellinghouse – Refused 16th January 2019.

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 H9 Residential Density
- Policy AC2 Road Network
- Policy AC3 Demand Management
- Policy DS3 Sustainable Development Policy
- SPG Design guidance for new residential development

MATERIAL CONSIDERATIONS

National Planning Policy Framework (NPPF) (2018)

National Planning Practice Guidance (NPPG)

CONSULTATION RESPONSES

<ul style="list-style-type: none">• Highways (CCC)	Objection; the proposals do not accord with the parking standards and the applicant has failed to provide evidence in support of this.
<ul style="list-style-type: none">• Environmental Protection (CCC)	No objection; but recommended condition to minimise impact on local air quality and submission of the construction management plan to minimise impact on the neighbouring occupiers

PUBLIC RESPONSES

- Neighbour notification letters were sent in accordance with the communications record and a site notice was posted.
- 10 objections have been received raising concerns about design, over-development not in keeping with its surroundings, parking and attaching to neighbouring property.

ISSUES AND APPRAISAL

Key issues:

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

Principle of development

Policy H3 of Coventry Local Plan 2016 deals with the provision of new housing. It indicates that the new houses including opportunities for self-build homes and starter homes 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. This Policy clarifies suitable residential environment in that it includes 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. Policy H3 states that proposal of self-build homes will be supported where they meet the above criteria and within a certain perimeter of local amenities and facilities as well as compatible with other plan policies.

Policy H9 is to ensure the appropriate density for residential developments and suggests that the proposal must make the most effective and efficient use of land whilst ensuring compatibility with the quality, character and amenity of the surrounding area.

The proposed dwellinghouse would be sited on land which appears to be a former private accessway between an end of terrace and a detached house, that may have served a small employment site which used to be located to the rear and has subsequently been redeveloped. The passageway is approximately 2.7m wide and runs along the rear gardens of both neighbouring houses. The depth of the plot/passageway is approximately 32m and merges onto a narrower passageway. The proposed dwelling would have access directly from the highway without any vehicular access or off-street parking provision. The new dwelling would share party walls with both neighbouring houses. The rear garden would be approximately 48m² in area and would be enclosed by a 1.8m high close boarded timber fence. The site is in a

residential and sustainable location and would be suitable for residential use subject to the other criteria of Policy H3 and other plan policies.

There are serious reservations that a satisfactory residential environment would be created for future occupiers in that the siting of the proposed dwelling is on a very narrow plot and in addition its relationship with both neighbouring houses. The outlook from the rear patio door of the proposed dwelling would be very poor due to its narrow width of the rear garden and a single storey projects along the common boundary with its highest part of the roof running along the boundary. The narrow rear garden, layout and the siting of the proposed dwelling is considered sub-standard and uncharacteristic to the established pattern of the residential development in the area. The proposed dwelling would not have a satisfactory amenity space for the future occupiers. It is considered the proposal does not comply with the Coventry Local Plan Policy H3 and H9 therefore is not acceptable in principle.

Design and Visual

The National Planning Policy Framework (NPPF) encourages securing high quality design and a good standard of amenity for all existing and future occupants of land and buildings. It suggests that the 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.

Section 12 of the NPPF, specifically paragraph 124 states in part that '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'. It goes on stating that planning decisions should ensure that developments 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 and are visually attractive as a result of good architecture, layout and appropriate and effective landscaping. This is echoed by policy DE1 and H5 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.

The revised NPPF in paragraph 70 states that plans should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area.

The residential houses in Farman Road exhibit a distinctive and strong character, with most of the houses having a width of approximately 3.5m with single storey outriggers at the back. The properties have traditional entrances with stone lintel (in pairs with 'halls together') and a distinct window feature at ground floor level some of them are bay window and some of them are flat. In addition, some houses have double bay feature. All these features and fenestration give a unique, but consistent, street scene along Farman Road consistent with traditional Victorian / Edwardian 'terraced street'. The design of the dwelling is similar to that previously refused but they now propose a flat roof instead of a pitched roof.

The proposed dwelling would have a width of 2.7m, with a small window next to the entrance door at the front which breaks the symmetry and rhythm of development, exacerbated by the proposed flat roof. The door and window are of poor design and inappropriate proportions and do not reflect the predominate character of the street. It is considered that the narrow width of the plot results in a cramped form of development and the conflicting fenestration and door position and flat roof would appear incongruous when viewed within the context of the streetscene. It is considered that the proposed dwelling would have a poor relationship with the existing buildings

owing to its contrived design and it relates poorly with the adjacent residential dwellings owing to its siting, size and design. The fenestration and design detailing do not appear complementary with the adjacent neighbouring houses on the street. Due to the site's uncharacteristically narrow and small plot, the proposed dwelling would appear contrived owing to its cramped siting and because of its siting between flank walls of the neighbouring houses.

Overall, the design detail, narrow and cramped layout of the proposed new dwelling would not match the design and character of the properties in the street. The proposed dwelling would appear a poor design and discordant development and would not reflect the locally distinct pattern of development or enhance the townscape character as sought by Policy DE1.

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 dwelling will be between the flank walls of No. 34 and 36 Farman Road and its single storey rear element would not project beyond the rear extension of both adjoining houses. Therefore the proposed dwelling would not result in any harmful overlooking, loss of light and visual intrusion to the neighbouring occupiers.

Highways issues

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.

The proposed dwelling would not have any off-street parking and in order to ensure that this proposal would not adversely impact on the residential area Highway Officers previously requested additional information to demonstrate that the proposal would not affect the highway safety and existing parking provisions in line with the development plan policies and relevant parking standards. This was not provided in respect of the previous application and as such was a reason for refusal and has not been provided in support of this application. Highways therefore object to the proposals.

CONCLUSION

I therefore recommend that permission be refused.

REASON FOR REFUSAL

(i) The proposed dwelling would be contrary to Policies DE1 of the Coventry Local Plan 2016 and the objectives of the National Planning Policy Framework due to its siting and poor design which would result in the introduction of an incongruous and discordant built form into the street scene, disrupting the rhythm of development and detracting from the character of the locality in general.

(ii) The proposed dwelling would be contrary to Policies DE1, H3 and H9 of the Coventry Local Plan 2016 and the overriding principles of the National Planning Policy Framework in that by virtue of its siting, design, layout and restricted plot size it would

appear as a cramped overdevelopment of the site and will fail to create a quality residential environment for the future occupiers of the proposed dwelling.

iii) The proposal is contrary to Policies AC2 and AC3 of the Coventry Local Plan 2016, in particular 'the Car and Cycle Parking for New Development (Appendix 5)' and the aims and objectives of the NPPF 2018 as it has not been demonstrated that there are sufficient parking spaces for the development and that it will not adversely impact on highway safety and existing parking provision in the area.

