

## **OFFICER REPORT**

Application Number: FUL/2019/2233

Jaguar Land Rover Car Park Milburn Hill Road

Installation of new security fence around perimeter of existing car park.

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<b>WITHIN GREEN BELT?</b>	<b>No</b>
<b>VISIBLE FROM GREEN BELT?</b>	<b>No</b>
<b>WITHIN CONSERVATION AREA?</b>	<b>No</b>
<b>LISTED BUILDING?</b>	<b>No</b>

## **POLICY GUIDANCE**

### **Local plan**

The Coventry Local Plan 2016 to 2031 has been adopted on 05/12/2017. Policies that are relevant include: DS3, DE1, AC1 & AC3.

### **National Policy**

National Planning Policy Framework (NPPF)  
National Planning Policy Guidance (NPPG)

## **ADDRESS AND DATE OF NEIGHBOUR NOTIFICATION**

- A site notice was placed adjacent to the site on the public highway on 3<sup>rd</sup> October 2019
- No representations have been received to date.

## **RELEVANT HISTORY**

- There are various applications relating to the University of Warwick (UoW). The UoW was established in 1964, as part of the then Governments plan to expand higher education.
- The most relevant application being OUT/2018/2115 a hybrid planning application which contains 9 individual projects (7 outline and 2 full application) located within the wider University Campus

## **CONSULTATION RESPONSES**

- Highways – No objections.

## **SITE DESCRIPTION**

The site is an existing surface level car park currently utilised by Jaguar Land Rover employees serving the new National Automotive Innovation Centre (NAIC).

## **PROPOSAL DESCRIPTION**

The application proposes the erection of a security fence 3m high around an existing surface level car park, to the rear of an existing university building, adjacent to Milburn House which is to the east of the site. The existing access from Kirby Corner Road will be retained.

## **ISSUES AND ASSESSMENT**

### **Design and visual issues**

Section 12 of the NPPF, specifically paragraph 124 states that 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. 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 site is an existing surface level car park which is attached to the existing service yards for the buildings along Kirby Corner Road. The proposed security fence will be 3m high metal mesh fence panels with an additional wooden fence will be added to the west and south west elevation. This softens the appearance of the harsh metal fence when viewed from the public highway, Kirby Corner Road.

The site is screened from views along Kirby Corner Road by the dense trees and shrub planting. Taking all of the above into account the application will not introduce an incongruous feature within the street scene and is in accordance with Policy DE1 of the CLP.

### **Impact on 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 NPPF seeks to protect the amenities of all existing and future occupants of land and buildings.

There are no residential buildings that would be affected by the proposed fence. The nearest property is located to north east. Taking all of the above into account the proposal will not cause harm to the occupiers of neighbouring properties through increased visual intrusion or loss of light and is in accordance with the aforementioned policies.

### **Highways**

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.

The proposal will not alter the quantum of car parking available on the site, and therefore Highways have raised no objections to the proposal.

### **Equality Implications**

Section 149 of the Equality Act 2010 created the public sector equality duty. Section 149 states:-

- (1) A public authority must, in the exercise of its functions, have due regard to the need to:
- a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Officers have taken this into account and given due regard to this statutory duty, and the matters specified in Section 149 of the Equality Act 2010 in the determination of this application.

### **CONCLUSION**

In view of the design and siting of the proposed fencing it accords with development plan policies and supplementary planning guidelines and therefore the application is recommended for approval, subject to conditions.