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Dear Sir / Madam

SUPPORTING PLANNING REPORT / DESIGN & ACCESS STATEMENT - REBUILDING OF DWELLINGS TO FORM TWO 8-BEDROOM HMOs AT 193-195 CHARTER AVENUE, COVENTRY

This Report is in support of the above planning application.

Site Description and Proposal

The application site was originally a pair of semi-detached dwellings is located on the south side of Charter Avenue, near to the junction with Mitchell Avenue.

The properties are setback 6.25m from the back of pavement and a further 6m from Charter Avenue itself, behind a wide grass verge. Each property has a surfaced vehicle access crossing over the grass verge (which are shared with Nos.191 and 197 respectively). Parking to dwellings on this section of Charter Avenue is predominantly on the forecourt of dwellings, but is also available on-street. Both properties at the application site have private, enclosed rear garden areas.

The planning application proposes to rebuild both dwellings to create two 8-bedroom Houses in Multiple Occupation (HMO), each with a shared dining / kitchen area. This would be carried out rather than extending the original dwellings as per the extant planning permission FUL/2018/2137 for two 8-bedroom HMOs, which was approved on 18 September 2018.

The planning application proposes a total of 4 car parking spaces on the forecourt, with space for the storage of 6 cycles, together with amenity space, to the rear of the site. The previous extant permission had the same amount of parking and cycle facilities.

The application is accompanied by a Parking Survey which demonstrates that this section of Charter Avenue is not heavily parked and that significant amounts of on-street parking were regularly available within easy reach of the site. The Survey shows that 100% of the 15 available spaces within 200m of the site were available (with one exception) if residents of the proposed development were to choose to keep a car at the site. It also shows that the nearest sections of Mitchell Avenue had on-street parking spaces regularly available and within 200m of the site. Between 7 and 12 (or 44% and 75%) of the 16 spaces here were available.

Relevant Planning Policies and Assessment of the proposal

The proposed development would accord with the overriding principles of the National Planning Policy Framework (NPPF) and with the relevant Policies in the Coventry Local Plan, which was adopted in December 2017.

The NPPF was published in 2019 and clearly states from the outset that ‘at the heart of the Framework is a presumption in favour of sustainable development’.

The site is in a highly sustainable location and, as it is located within an established residential area, the proposed use is considered to be compatible and appropriate. Charter Avenue is a designated cycle route and a bus route, with a bus stop near the junctions with Mitchell Avenue and John Rous Avenue, within easy reach of the site. Charter Avenue serves a number of routes giving regular access to the City Centre and Warwick University (services 12X, 18A, 19, 43, 87 and U1). There are also safe and convenient walking and cycling routes to Warwick University campus (which is 10 minutes and 5 minutes away, respectively). There are local amenities within easy walking distance.

Paragraphs 7-11 of the NPPF confirm the presumption in favour of sustainable development. The application would meet the requirements of Policy H3 of the Coventry Local Plan as the site is 1.5km from Cannon Park District Centre, 300m from local shops and a church on Charter Avenue, with doctors and dentists, open space and a leisure centre all within easy walking distance.

The application would accord with Paragraphs 124-131 of the NPPF which encourage good design and aim to ensure development will add to the quality of an area; establish a strong sense of place to create attractive, welcoming and distinctive places to live, work and visit; are sympathetic to local character and history, while not preventing appropriate innovation or change (such as increased densities); optimise the potential of the site to accommodate development; create places that are safe, inclusive and accessible with a high standard of amenity for existing and future users; and are visually attractive as a result of good architecture and appropriate landscaping.

In terms of **design**, Policy DE1 (Ensuring High Quality Design) states that proposals must respect and enhance their surroundings and positively contribute towards the local identity and character of an area. The application proposal would be similar to the extant planning permission FUL/2018/2137 for two 8-bedroom HMOs in terms of its massing, scale and appearance when viewed from Charter Avenue.

The proposed building would have a ridge height of 8.0m, a width of 14.8m and a maximum depth of 12.83m at ground floor. There would be a rear garden depth of approximately 13m giving an area of approximately 195 sq.m. In comparison the extant planning permission FUL/2018/2137 for two 8-bedroom HMOs would have a ridge height of 8.3m, a width of 14.79m and a maximum depth of 12.8m at ground floor. Two large rear dormers were also approved.

Each property would have a shared dining / kitchen area and 8 en-suite bedrooms. Each property would also have a safe, secure entrance to Charter Avenue and to the rear garden and the application would provide a suitable, high quality environment for future occupants.

In terms of the **impact on neighbours**, the application proposes two 8-bedroom HMOs, which would be most suitable for students. The extant planning permission FUL/2018/2137 dated 18 September 2018 is also for two 8-bedroom HMOs. Therefore, the proposed use would result in no

increase to the number of occupants. The impact of the proposed accommodation would be acceptable and, as a residential use, would be compatible with the locality.

The proposed rear extensions would result in an acceptable impact on the living conditions of the occupants of Nos.191 and 197 Charter Avenue. No.191 has been the subject of various extensions and has 6m ground and 3.5m first floor rear extensions and side extensions and full width rear dormers added to the original property. The minimal projection of the proposed extensions beyond this would accord with the normal requirements of the adopted SPG for extensions.

No.197 is set further back from Charter Avenue than the application site and would remain separated from No.195 by a gap of 2.8m. The proposed extensions would project 2.8m beyond the rear of No.197 and would accord with the normal requirements of the adopted SPG for extensions.

The proposals would, therefore, accord with relevant parts of Policies DE1, H3 and H11 of the Local Plan and any relevant guidelines for New Residential Development.

In respect of **highway safety**, Policy AC1 (Accessible Transport Network) of the Coventry Local Plan requires development which is expected to generate additional trips to integrate with existing transport networks and Policy AC3 (Demand Management) requires the provision of car parking to be assessed on the basis of the Parking Standards set out in Appendix 5.

These Parking Standards in the City Council's Local Plan would have a maximum requirement of 0.75 car parking spaces per bedroom and 1 cycle space per 3 bedrooms. This would require up to 6 car parking spaces and 3 cycle spaces for each resulting 8-bedroom HMO. The original dwellings both had 3 bedrooms and would each require 3 parking spaces. Therefore, it is considered that the proposed development would generate a need for up to 6 additional parking spaces, however, there is an extant planning permission in place for the same level of accommodation. 6 cycles stands are proposed in the enclosed and secure rear garden, which is accessible to all residents.

The application is accompanied by a Parking Survey which demonstrates that this section of Charter Avenue is not heavily parked and that significant amounts of on-street parking were regularly available within easy reach of the site. The Survey shows that 100% of the 15 available spaces within 200m of the site were available (with one exception) if residents of the proposed development were to choose to keep a car at the site. It also shows that the nearest sections of Mitchell Avenue had on-street parking spaces regularly available and within 200m of the site. Between 7 and 12 (or 44% and 75%) of the 16 spaces here were available.

Following the publication of the National Planning Policy Framework and the National Planning Policy Guidance, development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highways safety, or the residual cumulative impacts on the road network would be "severe". In this case, there are no transport or highway related reasons why the proposed redevelopment of the site should not be granted permission.

The application proposal would be in accordance with the NPPF and Policies AC1 and AC3 of the Coventry Local Plan and the impact of the proposed development would be acceptable and would not be severe.

As regards other matters, the site is not located within Flood Zones 2 or 3. The site is not within a Conservation Area, an Archaeological Constraint Area and there are no Listed Buildings or Scheduled Monuments in the locality. There are no Tree Preservation Orders on the site, nor is any planting affected by the proposed development.

Conclusion

The application proposes to rebuild both dwellings to create two 8-bedroom Houses in Multiple Occupation (HMO) rather than extending the original dwellings as per the extant planning permission FUL/2018/2137 (also for two 8-bedroom HMOs), which was approved on 18 September 2018.

The application proposal would result in an acceptable design and standard of accommodation for future occupiers and would result in an acceptable impact on the occupiers of neighbouring properties.

The proposed use could require more parking spaces than the original dwellings, but the shortfall is justified by a Parking Survey, which shows that there is capacity for additional on-street parking, therefore the proposal would accord with the Council's Parking Standards. The property is located in a highly sustainable location, within an established residential area, and also benefits from an extant planning permission for the same level of accommodation.

Therefore, the application would accord with the requirements of policies in the Coventry Local Plan and the National Planning Policy Framework and it is considered that planning permission should be granted.

Kind regards,
Richard Sykes
for Sykes Planning Ltd