

OFFICER REPORT

Planning Ref:	FUL/2020/3071	
Site:	University Hospital Clifford Bridge Road	
Ward:	Henley	Parish:
Existing Floor Space:	N/A	
Proposed Floor Space:	N/A	
Net Floor Space:	N/A	
Proposed Number of Units:	N/A	
Proposed Number of Affordable Housing Units:	N/A	
Within Green Belt?	No	
Visible from Green Belt?	No	
Within Conservation Area?	No	
Listed Building?	No	
Proposal:	Siting of a modular building to be used as a PPE distribution hub for a temporary period of 2 years.	
Case Officer:	Emma Spandley	

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, AC2 & AC3

SPD

Coventry Connected

National Policy

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

ADDRESS AND DATE OF NEIGHBOUR NOTIFICATION

- Neighbour notification was sent in accordance with the Communications Record.
- No representations have been received.

RELEVANT HISTORY

- There are many applications relating to the hospital and there are many that are contentious due to the residential estate which surrounds the hospital site. However, there is no relevant planning history which would have an impact on the current application.

CONSULTATION RESPONSES

- Highways – No objection
- Drainage – No objection

SITE DESCRIPTION

The application site relates to a small section of the overall University Hospital complex. The modular building will be located to the eastern extremities of the building, to the eastern boundary with the River Sowe Valley, Local Open Green Space.

PROPOSAL DESCRIPTION

The application proposes the siting of a modular building to be used as a PPE distribution hub in response to Covid 19 for a temporary period of 2 years.

ISSUES AND ASSESSMENT

Design and visual issues

The National Planning Policy Framework, paragraph 127 states that “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 users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

The NPPF further states (at paragraph 130) “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, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used).”

Whilst it is acknowledged that the NPPF supports sustainable development and those developments which are considered sustainable must be decided without delay, the NPPF also places significant weight on creating high quality design. It states that 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, taking into account any local design standards or style guides in plans or supplementary planning documents.

Policy DE1 of the Local Plan seeks to ensure high quality design and development proposals must respect and enhance their surroundings and positively contribute towards the local identity and character of an area.

Due to the siting of the modular building it will not appear as an incongruous feature when viewed from within the hospital grounds or from the wider public areas.

Impact on neighbouring amenity

Sustainable development is defined as development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

The modular building is located in excess of 117m from the nearest residential property. Therefore, there will be no material impact of the surrounding residential properties.

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 proposed modular building will be sited on a hard-standing surface. The building will not encroach on existing car parking spaces. Highways have raised no objections.

Flooding

The site lies just outside the Flood Zone 2 and 3. Drainage have raised no objections.

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;
 - a) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - b) 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.

There are no known equality implications arising directly from this development.

CONCLUSION

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

