

Application Number: F/YR13/0302/O
Minor
Parish/Ward: Chatteris Town Council
Date Received: 7 May 2013
Expiry Date: 2 July 2013
Applicant: Mr & Mrs D Taylor

Proposal: Erection of a dwelling
Location: Land West of 55 Huntingdon Road, Chatteris

Reason before Committee: The proposal is before the Planning Committee following a call in by Cllr Chambers citing objections due to loss of amenity and increased parking issues.

1. EXECUTIVE SUMMARY/RECOMMENDATION

The application seeks outline planning permission for the erection of a dwelling at land West of 55 Huntingdon Road, Chatteris, and commits access and layout. Indicative external appearance and scale have also been supplied but are not committed. Details relating to landscaping have also been reserved. The development proposed is within the developed settlement of Chatteris. Huntingdon Road is primarily residential with properties in the vicinity of the application site mainly built close to the road frontage. The site currently forms residential curtilage of 55 Huntingdon Road and is used as additional parking provision for the owner's business vehicles.

The application is to be assessed in line with Policy H3 and E8 of the Local Plan and Policy CS16 of the emerging Core Strategy, together with the National Planning Policy Framework. These policies support new development which is sympathetic to the character of the area and does not adversely harm the amenity of neighbouring properties.

The key issues to consider are:

- Policy implications
- Access
- Layout
- Appearance and scale

The key issues have been considered along with current Local and National Planning Policies and the proposal is considered to be unacceptable in terms of layout and design. It is considered that there will be significant impact on the residential amenity of adjacent dwellings and the development by virtue of its siting will disrupt the flow and character of the streetscene.

The recommendation is to refuse the proposal.

2. HISTORY

Of relevance to this proposal is:

2.1 None relevant to this application

3. PLANNING POLICIES

3.1 National Planning Policy Framework:

Paragraph 2: Planning law requires that application for planning permission must be determined in accordance with the development plan.

Paragraph 14: Presumption in favour of sustainable development.

Paragraph 17: Seek to ensure high quality design and a good standard of amenity for all existing and future occupants.

3.2 Emerging Fenland Core Strategy:

CS16: Delivering and Protecting High Quality Environments across the District

3.3 Fenland District Wide Local Plan:

H3: Housing Development should be sympathetic to the character of the location and not give rise to serious amenity problems.

E8: Respect style and scale and amenity protection.

4. CONSULTATIONS

- | | |
|---|---|
| 4.1 <i>Parish/Town Council:</i> | Raise concerns over loss of amenity to the existing dwelling and the potential to exacerbate existing parking problems associated with Huntingdon Road. |
| 4.5 <i>Middle Level Commissioners:</i> | No comment received |
| 4.6 <i>CCC Highways:</i> | No objections. Recommends conditions be applied regarding construction of access onto highway and visibility splays. |
| 4.7 <i>Local Residents:</i> | One letter of concern regarding existing parking problems along Huntingdon Road and the impact the dwelling will have on this. |

5. SITE DESCRIPTION

- 5.1 The development proposed is within the developed settlement of Chatteris. Huntingdon Road is primarily residential with properties in the vicinity of the application site mainly built close to the road frontage. The immediate area is characterised by this road frontage positioning with dwellings found in small clusters of 2 or 3 with gaps between, usually used for access and parking.

The site currently forms the residential curtilage of 55 Huntingdon Road and is used as additional parking provision for the owner's business vehicles. 55 Huntingdon Road forms 1 of a pair of semi-detached 2-storey dwellings built during the 1930's with ground floor bay windows. In contrast to this on the opposite side of the application site (to the West) is a single storey detached dwelling of more modern design. To the North of the site directly behind the

proposed rear boundary lies an established commercial yard.

The plot measures approximately 200m² (6.8m wide by approximately 29m in depth). The eastern boundary of the plot lies 3m from the adjacent dwelling (No.55) at its closest point, opening out to approximately 4m towards the rear half of the dwelling.

6. **PLANNING ASSESSMENT**

6.1 Policy assessment

Policy H3 and E8 of the current Fenland District Wide Local Plan 1993 and Policy CS16 of the emerging Core Strategy are relevant to this application together with policies contained within the NPPF.

Policy H3 supports housing development that is sympathetic to the character and amenities of the location and does not give rise to serious amenity or highway problems, or seriously conflict with other policies of the local plan.

Policy E8 seeks to ensure, amongst other things, that the design is compatible with the character, scale and architectural detail of the original building and has regard for the amenity of adjoining properties and the locality in general.

Policy CS16 of the emerging core strategy seeks to ensure that high quality environments are delivered and protected throughout the district. It sets out 14 relevant criteria including making a positive contribution to the local distinctiveness and character of the area, requiring development to be of a scale that is in keeping with the shape and form of the settlement pattern and ensuring that it does not adversely harm the character and appearance of the surrounding area.

The NPPF seeks to deliver sustainable development that will function well and add to the overall quality of the area and respond to local character whilst not preventing or discouraging appropriate innovation.

Access

The dwelling is proposed to be sited approximately 8m back from the highway enabling parking provision for 2 cars which satisfies the car parking standards as stipulated in Appendix A of the Core Strategy and those outlined within the Manual for Streets 2 document. The Design and Access Statement indicates that cars will be able to enter and exit in forward gear which is clearly not achievable, however when considering existing parking arrangements for dwellings along Huntingdon Road, it is not uncommon for vehicles to have to reverse out onto the highway to exit.

Layout

The overall plot measures just 6.8m wide which forces the proposed dwelling to be sited between 3m and 4m away from the adjacent existing dwelling of No.55. It is noted that the existing 1st floor windows to the side elevation of No.55 serve a bathroom, study, bedroom and landing. Given the proximity of the proposed dwelling to this elevation, it is considered that the amenity of the existing dwelling will be compromised, particularly as 2 of the rooms are habitable. The indicative

elevation designs submitted confirm that the introduction of a 2-storey dwelling of this scale would substantially harm the amenity of No.55, as the outlook from the existing dwelling would be brick wall and roofline just 4m away, creating adverse visual dominance. Therefore it is considered that the proposal in this respect conflicts with policy H3, E8 and CS16.

As the dwelling is proposed to be sited 8m back from the highway, the flow of the streetscene is disrupted as dwellings both sides and extending along Huntingdon Road are characterised by their road frontage setting. It is noted that No.67, built in the 1970's is also set back from the highway by 5m. The proposed dwelling would be set back a further 3m to this which would further impact on the road frontage character of the streetscene.

Formal pre-application discussion took place whereby Officers advised that the impact of the development on neighbour amenity needed to be fully considered. During the determination, the applicant was advised to consider setting the dwelling forward in-line with adjacent dwellings, incorporating an integral parking area for one car into the footprint of the dwelling. This may reduce the amenity harm to the adjacent dwelling, as the proposed dwelling would then be directly adjacent only to the 2 landing windows and would no longer impact on the habitable rooms of the existing dwelling. A single storey dwelling may also be more acceptable in this location. It should be noted that by providing only 1 off-road parking space, the dwelling would ideally need to be reduced to 2 bedrooms in order to satisfy parking standards.

Scale and Appearance

Indicative plans have been provided upon request showing the proposed scale, internal layout and elevations. The proposal shown is a 2-storey dwelling measuring approximately 6.0m wide by 8.0 in depth. The indicative design provided shows a 3-bedroom dwelling with a ridge height of 8.4m. The principal elevation faces onto the highway and is gable fronted.

The indicative plans showing proposed design confirms that a dwelling of this scale would not be acceptable given its close proximity to the adjacent dwelling of No.55, and the design proposed would be unsympathetic to adjacent dwellings or others within the vicinity. The front elevation, in particular the first floor bedroom with Juliet balcony would not be considered in-keeping with local character and would perhaps be more suited to a rear facing elevation, although impact on neighbouring amenity would need to be carefully considered, particularly when balanced with such a narrow plot. Notwithstanding this it is noted that these details are illustrative albeit they do nothing to favourably illustrate the scheme.

7. CONCLUSION

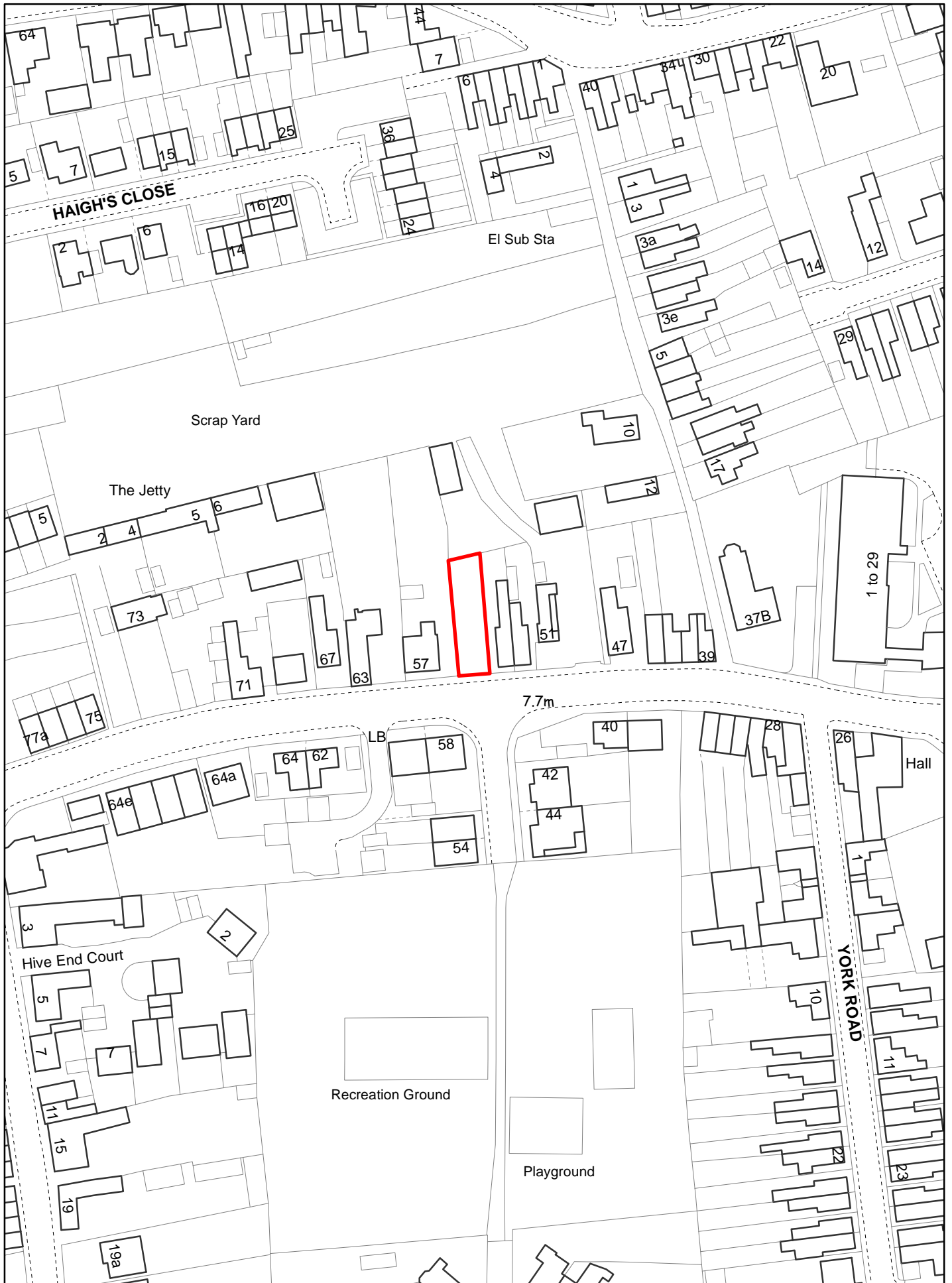
- 7.1 The proposed layout fails to respect the character of adjacent dwellings and the streetscene and is considered unsympathetic in design based on the indicative plans submitted. Whilst the access arrangements satisfy Highways requirements and parking standards as found in local policy, the siting will have an adverse impact on the amenity of the adjacent dwelling by virtue of its close proximity.

Therefore and in accordance with the advice contained within the NPPF and in accordance with policy H3 and E9 of the Local Plan and CS16 of the emerging core strategy this proposal is recommended for refusal.

8. RECOMMENDATION

Refuse

- 8.1 The proposed development by virtue of its layout and relationship to adjacent dwellings would have a harmful effect on the character and appearance of the area. Therefore the proposal fails to comply with policies H3 and E8 of the Fenland District Wide Local Plan and CS16 of the emerging Core Strategy and advice contained within the National Planning Policy Framework which places a strong emphasis of 'good design'.**
- 8.2 The proposed development would have an immediate detrimental impact upon the residential amenity of the adjacent dwelling of No.55 by virtue of its close proximity. As such, the proposal is considered to be contrary to policies H3 and E8 of the Fenland District Wide Local Plan and CS16 of the emerging Core Strategy and advice contained within paragraph 17 of the National Planning Policy Framework.**



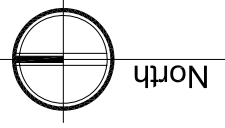
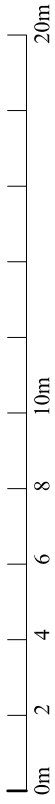
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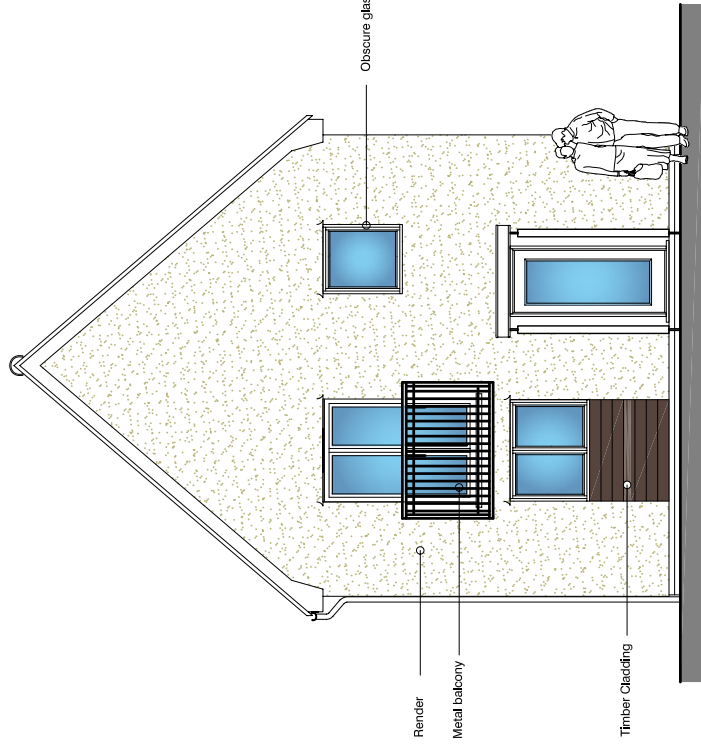
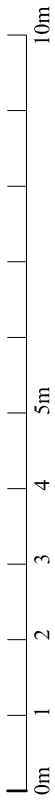
MR AND MRS D TAYLOR

LAND ADJACENT TO 55 HUNTINGDON ROAD
 CHATTERIS, CAMBRIDGESHIRE

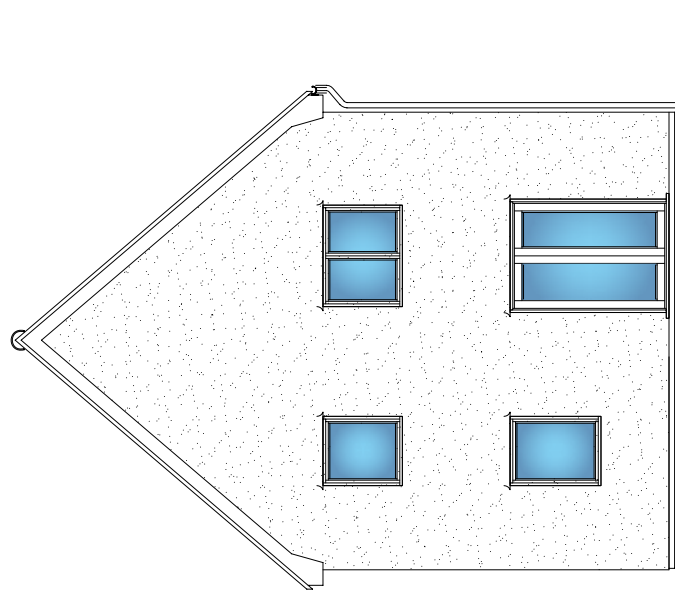
PROPOSED BLOCK PLAN

Rev	Scale	Date	Drawn	Checked
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Drawing Number				Revision
CH13/LBA/279/OP102				

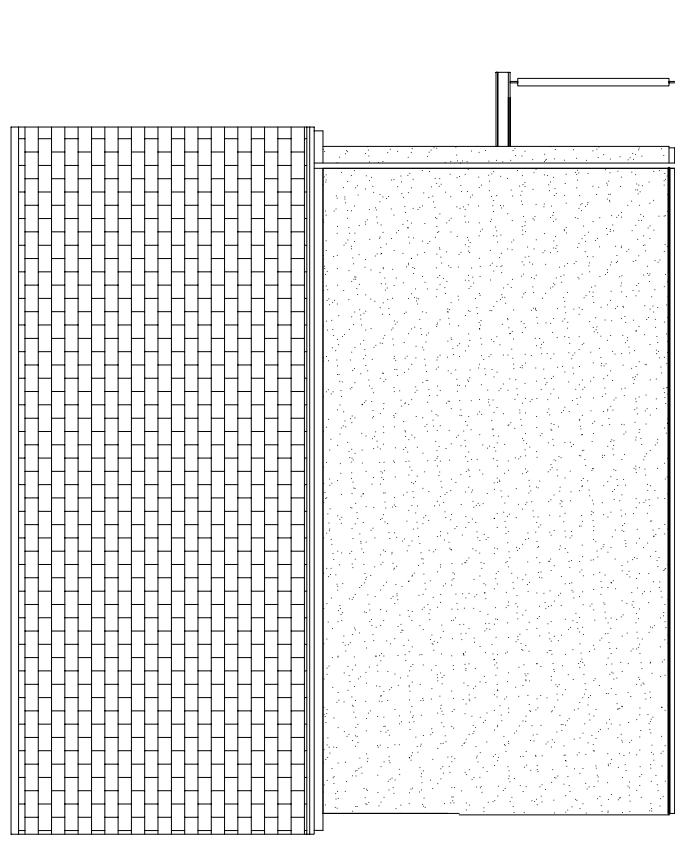
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FRONT ELEVATION

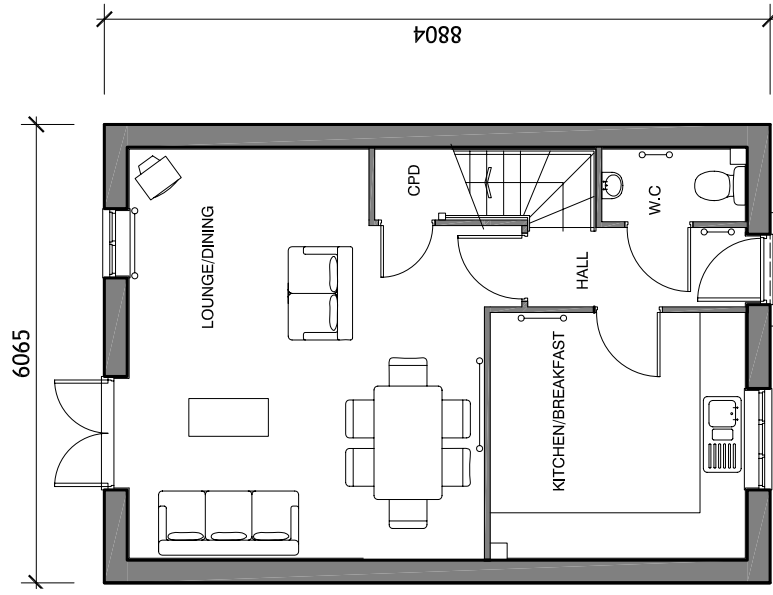


REAR ELEVATION

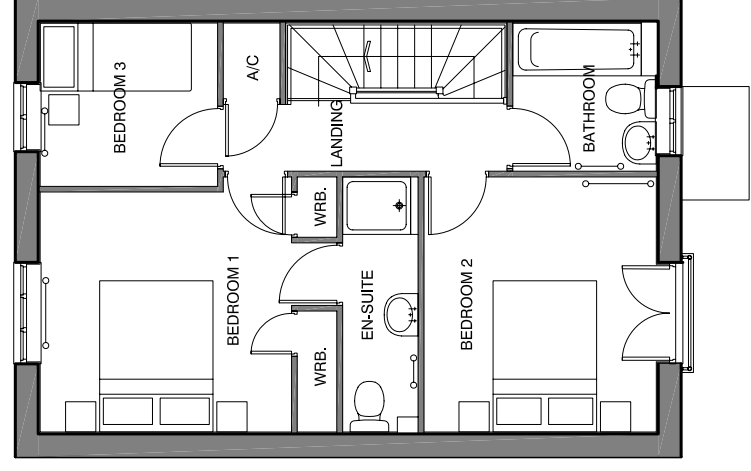


SIDE ELEVATION

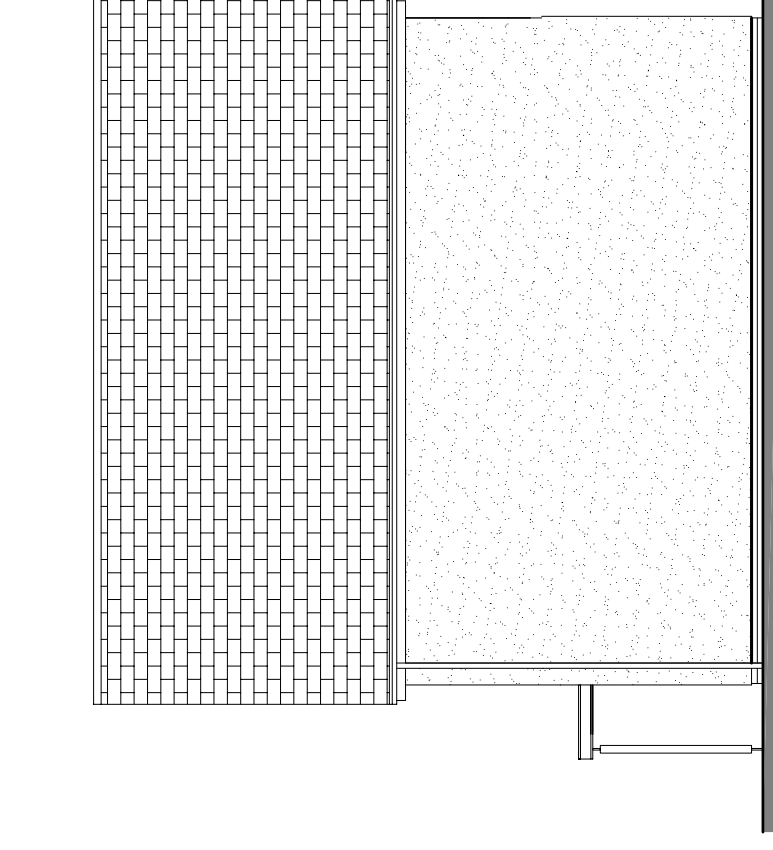
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GROUND FLOOR



FIRST FLOOR



SIDE ELEVATION