

Application Number: F/YR13/0398/O

Minor

Parish/Ward: Whittlesey Town Council/St Marys Whittlesey

Date Received: 31 May 2013

Expiry Date: 26 July 2013

Applicant: Mr I Mounfield

Agent: Mr G H Taylor, Taylor Design

Proposal: Erection of 4 dwellings with garages and bin store

Location: Land south west of 58 Station Road, Whittlesey

Site Area/Density: 0.2ha / 20 dph

Reason before Committee: This application is before committee at the request of Cllr Swan for the following reasons: over intensification of the site, inappropriate infill, garden grabbing, out of keeping with the linear character of the area and highway safety. In addition the Officer recommendation is at variance to the comments received from the Town Council.

1. EXECUTIVE SUMMARY/RECOMMENDATION

The site is located within the established settlement of Whittlesey where the principle of residential development is acceptable. The site is positioned behind the established built up frontage of Station Road however as it has been designed as a comprehensive development, and there is a similarly located development in close proximity, it is considered to be acceptable in this instance. The design of the properties is acceptable and, due to the layout of the buildings, it is considered unlikely that neighbouring residential amenity will be unduly harmed by the development. The subdivision of the existing plots at 58 and 58a is considered to be acceptable and sufficient parking and private garden space will be provided for both existing and proposed dwellings.

It is considered that the proposal is an acceptable form of development which complies with policies of the Development Plan and the aspirations of growth for the market towns as set out within the emerging Core Strategy. It is therefore recommended that planning permission is granted.

2. HISTORY

F/YR13/0037/O Erection of a 2no x 3-bed and 1no x 2-bed single storey dwellings with garages
Withdrawn 13.13.2013

3. PLANNING POLICIES

3.1 National Planning Policy Framework:

Paragraph 2: Planning law requires that applications 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 Draft Fenland Core Strategy:

CS1: Presumption in favour of sustainable development.

CS3: Spatial strategy, the Settlement Hierarchy and the Countryside

CS16: Delivering and Protecting High Quality Environments across the District.

3.3 Fenland District Wide Local Plan:

E7: Archaeology

E8: Landscape and amenity protection

H3: Development Area Boundary/Protection of Character and Amenity/Highway Safety

4. CONSULTATIONS

4.1 *Parish/Town Council:*

Recommend refusal on the grounds of the emerging Core Strategy and the NPPF which advise against back garden development. Issues with over intensification and overlooking.

4.2 *CCC Highways:*

No objections, conditions required relating to provision of gates, construction of access, retention of parking and visibility splays. There is sufficient length available to achieve parking for number 58 however revisions are required to achieve a workable arrangement. A condition to this effect should be applied.

4.3 *FDC Assets and Projects:*

No objections on the basis that sufficient screening is sought on the common boundary with the Manor Leisure Centre (MLC) to avoid complaints relating to noise and disturbance generated by the MLC.

4.4 *FDC Scientific Officer:*

No objections.

4.5 *CCC Waste and Minerals:*

Odour assessment is required as the site lies within the Waste Water Treatment Works Safeguarding Area.

4.6 *CCC Archaeology:*

Archaeological condition is required.

4.7 *Anglian Water:*

The proposed development lies beyond the range at which detectable noise and odour from the operation of Whittlesey sewage treatment works (STW) would normally be anticipated.

The risk of a loss of amenity at the development due to operations at the STW is low and therefore this development is considered acceptable.

4.8 **Neighbours:**

None received.

5. **SITE DESCRIPTION**

5.1 The site is located on the southern side of Station Road, within the built up settlement of Whittlesey. The site currently serves as a residential and market garden associated with the existing dwellings at 58 and 58a Station Road. The residential garden part of the site is bounded by 1.8m close boarded fencing and the market garden element is bounded by landscaping. The area is predominantly residential with the Manor Leisure Centre located to the south west of the site.

6. **PLANNING ASSESSMENT**

6.1 The key considerations for this application are:

- Policy implications
- History
- Design and layout
- Other matters

(a) Policy implications

This application is an outline planning application which commits details of access, appearance, landscaping and layout. The only reserved matter is scale.

The site lies within the established settlement of Whittlesey where the principle of new housing development is supported by policies of the Development Plan. Policy CS3 is particularly supportive of the principle of this proposal given that it encourages new development primarily within the District's Market Towns. Design policies within the Development Plan and the emerging Core Strategy require new development to respond to local character in terms of materials, scale, layout and landscaping. New development should not have an adverse impact on highway safety, neighbouring amenities or the natural environment.

(b) History

A proposal for 3 new dwellings on part of this site was withdrawn earlier this year. It was withdrawn following the advice from Officers given that the land was not large enough to accommodate the dwellings and associated amenities without having a detrimental impact on the surroundings. In order to overcome Officers concerns more land has been incorporated.

(c) Design and Layout

The subdivision of the plot has left an acceptable amount of private amenity space for the existing dwellings at 58 and 58a Station Road. The parking spaces shown on the drawings for number 58 are not quite workable due to their excessive length and position. CCC Highways have confirmed that, if the drawings are revised, 2 parking spaces are achievable to serve 58.

A condition to this effect should therefore be applied to any consent given.

The site is located behind the established linear frontage development, albeit laid out as a comprehensive development positioned around a central access. There are many examples of development such as this within Whittlesey, the closest of which is located only 90m away at Wild Boar Close. As such it may not be reasonably argued that the form of development is alien in character to the wider area.

The dwellings are single-storey in appearance with plots 2 and 3 having rooms in the roof space. Each dwelling is provided with a minimum of 2 parking spaces, which is acceptable, and an appropriate amount of rear garden space. The garden spaces will be made private by a combination of 1.8m high fencing and walls and by the existing landscaping. FDC Valuation and Estates have requested that suitable screening to mitigate against noise generated by the Manor Leisure Centre is provided. Whilst these comments have been noted it is considered that such a request would be unreasonable given that the Leisure Centre is already established. As such the future occupiers of the dwellings will be aware of these premises. Given the nature of the adjoining leisure use it is not considered issues of reverse sensitivity will occur.

The siting of the dwellings, their height and the position of the windows are such that it is unlikely that neighbouring occupiers will suffer from overlooking or overshadowing as a result of the proposal. Paving is proposed as a surfacing material for the access which is acceptable as it will help to alleviate any noise issues generated by traffic on the occupiers of number 58.

The new dwellings are positioned beyond the 30m bin collection guidance set out in the RECAP waste collection document. The situation is not ideal however as all other elements of the proposal are acceptable (eg principle, highways, residential amenities etc), it would be unreasonable to resist the proposal purely on this basis. The design of the bin storage area to the front of the site raises concerns with regard to the impact on the street scene and visual amenities in general. A condition to secure revisions to this detail of the scheme is therefore considered necessary.

(d) Other matters

Concerns were raised by CCC Minerals and Waste with regard to the location of the site within the safeguarding area for the waste water treatment works and the need for an odour assessment to be carried out in order to protect the amenities of future residents. These comments have been noted and further comments have been sought from Anglian Water with regard to the specific details. Anglian Water has however confirmed that the distance away from the treatments works is sufficient enough that an odour assessment is in fact not warranted.

Other comments received from consultees have been noted and have already been addressed within the body of this report.

7. **CONCLUSION**

- 7.1 The site is positioned within the established settlement of Whittlesey where the principle of residential development is acceptable and is encouraged by CS3 of the emerging Core Strategy.

The site is positioned behind the established built up frontage however as it has been designed as a comprehensive scheme and is in close proximity to a similar development, it is considered to be acceptable. The design of the dwellings is considered to be acceptable and the layout and scale are such that it is unlikely that neighbouring properties will be harmed. Sufficient parking and private amenity space has been provided for both new and existing dwellings. It is considered that the proposal is an acceptable form of development which complies with the growth aspirations of the emerging Core Strategy. It is therefore recommended that planning permission is granted.

8. RECOMMENDATION

Grant

1. Approval of the details of:

(i) the scale of the building(s);

(hereinafter called "the Reserved Matters" shall be obtained from the Local Planning Authority prior to the commencement of development).

Reason

To enable the Local Planning to control the details of the development hereby permitted.

2. Application for approval of the Reserved Matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission.

Reason - To ensure compliance with Section 92 of the Town and Country Planning Act 1990.

3. The development hereby permitted shall begin before the expiration of 2 years from the date of approval of the last of the Reserved Matters to be approved.

Reason

To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.

4. Notwithstanding the information provided prior to commencement of development a refuse collection strategy shall be submitted to and approved in writing by the Local Planning Authority. The refuse collection shall accord with the agreed details and thereafter be retained in perpetuity unless otherwise agreed in writing.

Reason

To ensure a satisfactory form of refuse collection.

5. **Prior to the commencement of the development hereby approved, details of the location and design of the refuse bin and recycling materials storage areas and collection points shall be submitted to and approved by the Local Planning Authority. This should include a collection point no further than 25 metres from the public highway. Where the refuse collection vehicle is required to go onto any road that road shall be constructed to take a load of 26 tonnes. The refuse storage and collection facilities and vehicular access where required shall be provided prior to the first occupation of the units to which they relate and shall be retained in the approved form thereafter.**

Reason

To meet the District Council requirements for recycling, to prevent the unsightly storage of refuse containers and in the interests of amenity and sustainability.

6. **All hard and soft landscape works including any management and maintenance plan details, shall be carried out in accordance with the approved details. All planting seeding or turfing and soil preparation comprised in the above details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings, the completion of the development, or in agreed phases whichever is the sooner, and any plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written consent to any variation. All landscape works shall be carried out in accordance with the guidance contained in British Standards, unless otherwise agreed in writing by the Local Planning Authority.**

Reason

To ensure proper implementation of the agreed landscape details in the interest of the amenity value of the development.

7. **No development or preliminary groundworks of any kind shall take place until the applicant has secured the implementation of a programme and timetable of archaeological work and recording in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority. The approved programme shall then be implemented in accordance with the approved timetable prior to any other works taking place on site.**

Reason

To secure the provision of the investigation and recording of archaeological remains threatened by the development and the reporting and dissemination of the results in accordance with Policy E7 of the Fenland District Wide Local Plan.

8. Notwithstanding the provision of Class A of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development) Order 1995, (or any order revoking, amending or re-enacting that order) no gates shall be erected across the approved access unless details have first been submitted to and approved in writing by the Local Planning Authority.

Reason:

In the interests of highway safety.

9. Prior to the first occupation of the development the vehicular access shall be laid out and constructed in accordance with a detailed engineering scheme to be submitted to and approved in writing by the LPA and such a scheme shall include the provision of a metalled/ sealed surface for a minimum length of 10m from the existing carriageway edge.

Reason:

In the interests of highway safety and to ensure satisfactory access into the site.

10. Prior to the first occupation of the development the proposed on-site turning and parking shall be laid out, demarcated, levelled, surfaced and drained in accordance with a detailed scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter retained for that specific use.

Reason:

To ensure the permanent availability of the parking / manoeuvring area, in the interests of highway safety.

11. Prior to the commencement of the use hereby permitted visibility splays of minimum 1.5m x 1.5m shall be provided each side of the vehicular access measured from and along the back of the footway. Such splays shall thereafter be maintained free from obstruction exceeding 0.6m above the level of the footway.

Reason:

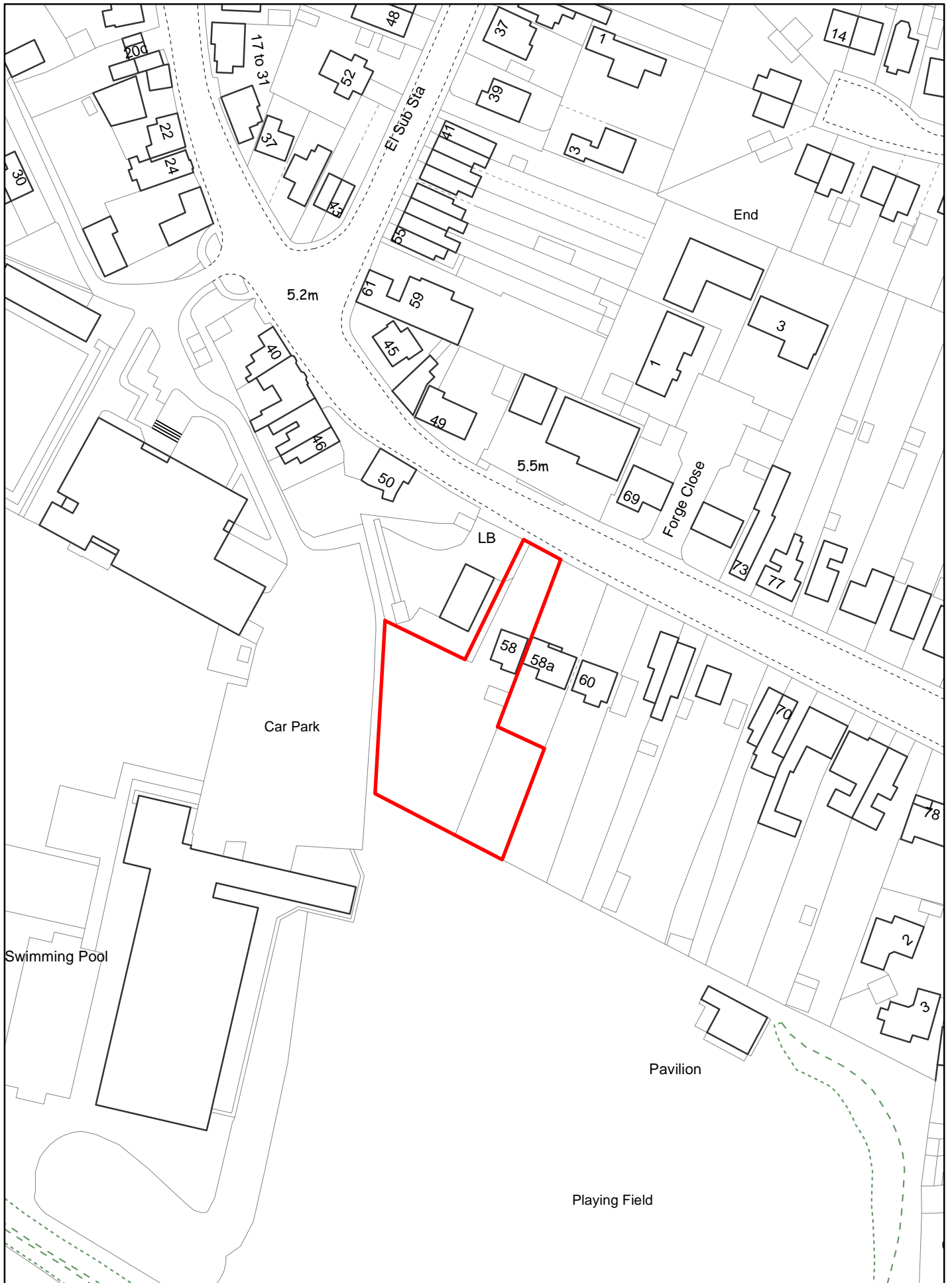
In the interests of highway safety.

12. Notwithstanding the information provided, details of the parking area for 58 Station Road shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The works shall then be carried out in accordance with the approved details prior to the occupation of the first dwelling hereby approved and thereafter retained for that specific use in perpetuity.

Reason

In the interests of highway safety.

13. Approved plans



Created on: 01/07/2013

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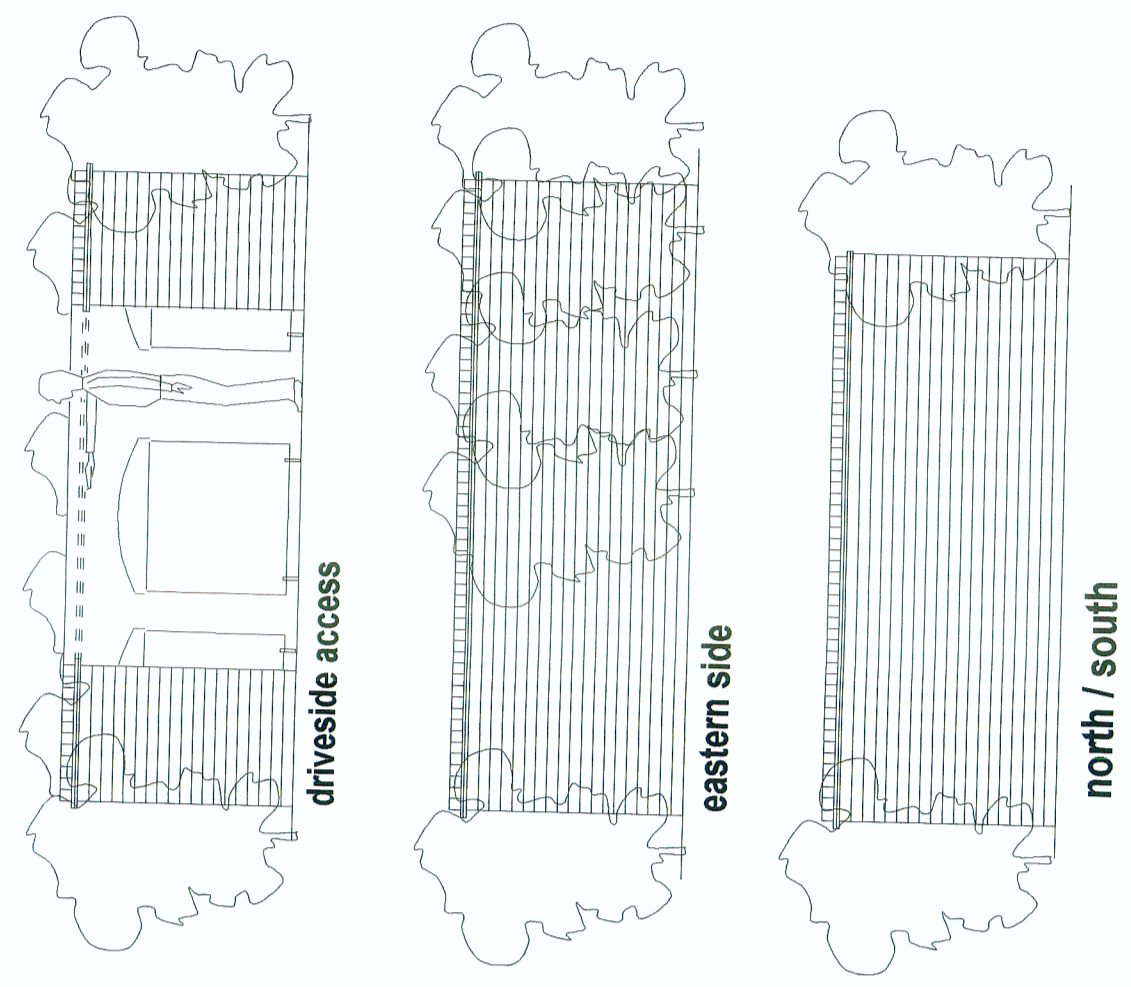
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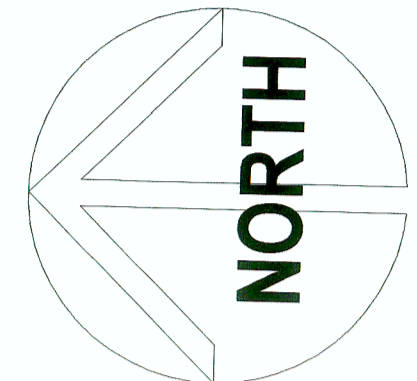
garage

BIN CABINET 1:50



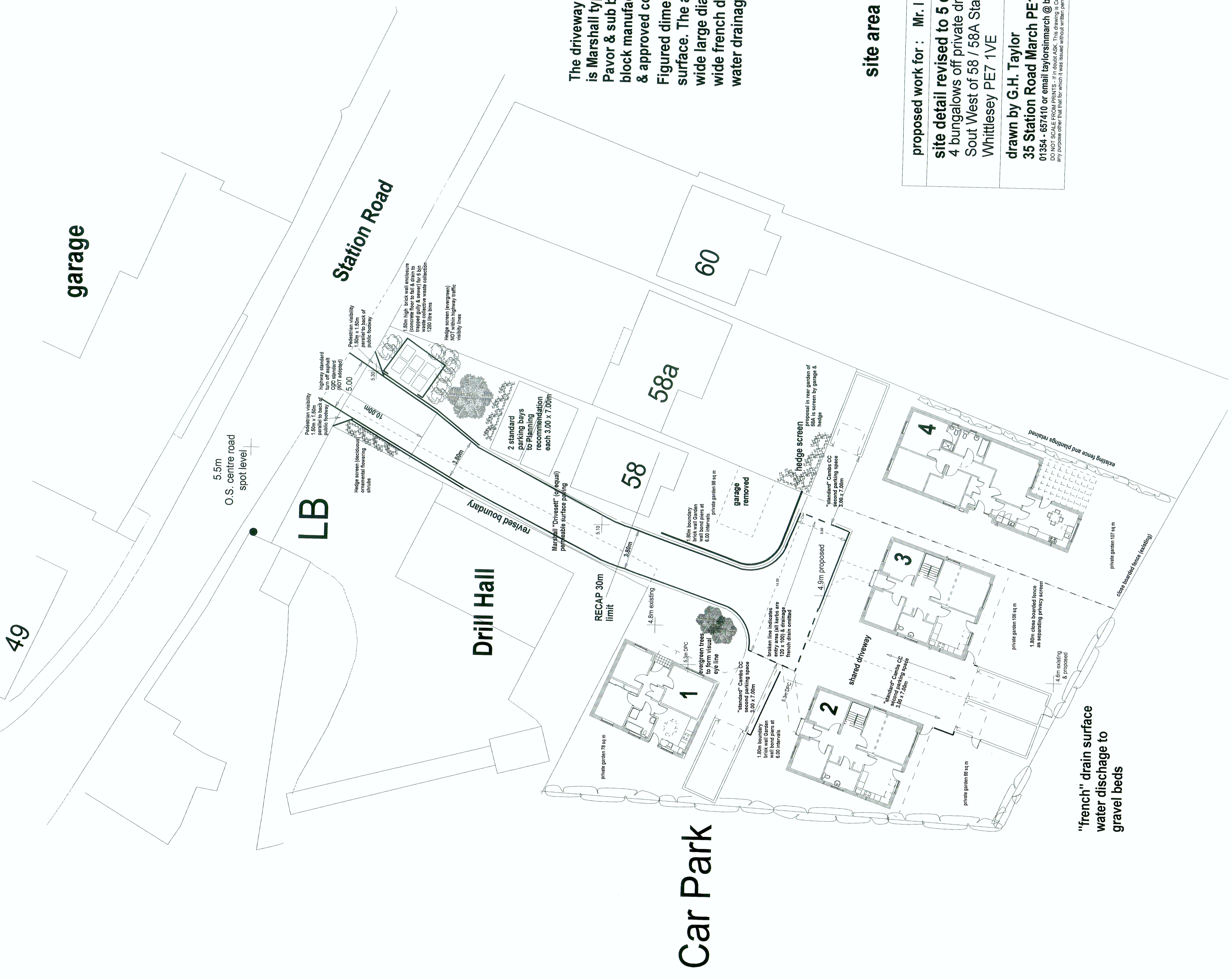
The driveway system used is Marshall type brick pavor & sub base must be to block manufacturers' specification & approved contractor

Figured dimensions show the area of paved surface. The access is bounded by 250mm wide large diameter cobbles over 1.00 x 0.25 wide french drain to private driveway surface water drainage



site area 1961 sq m

proposed work for :	Mr. I Mounfield
site detail revised to 5 dwellings	4 bungalows off private driveway
Sout West of 58 / 58A Station Road	
Whittlesey PE7 1VE	
project number	825/26
drawn by	G.H. Taylor
revised (Planning)	March 2013
scale	1:200



"french" drain surface water discharge to gravel beds

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