

Application Number: F/YR13/0809/F

Minor

Parish/Ward: Wisbech St Mary/Parson Drove and Wisbech St Mary

Date Received: 21 October 2013

Expiry Date: 16 December 2013

Applicant: Mr & Mrs R W Fowler

Agent: Mr D Broker, David Broker Design Services Ltd.

Proposal: Erection of 2 x 2-storey 3-bed dwellings and formation of vehicular access and retaining wall with 1.2m post and rail fence above, involving demolition of existing dwelling.

Location: Briar Croft, High Road, Guyhirn, Wisbech

Site Area: 0.04 hectares.

Reason before Committee: This application is before Committee as an elected Member is acting as agent for the scheme. Should this not have been the case it would have been determined under delegated powers by Officers.

1. EXECUTIVE SUMMARY/RECOMMENDATION

This is a full application for the erection of 2 x 2-storey 3-bed dwellings arranged in a semi-detached form. The proposal includes a new access and retaining wall and involves the demolition of the existing bungalow on site. The site is at Briar Croft, off High Road in Guyhirn and is within the main settlement.

The key issues to consider are:

- Layout and Design
- Flood Risk

The key issues have been considered along with current Local and National Planning Policies and the proposal is considered to be acceptable in terms of the principle and layout of the proposal. It is considered that, on balance, there will be no adverse impacts on residential amenity, highway safety or the character of the surrounding area. Therefore the application is recommended for approval.

2. HISTORY

Of relevance to this proposal is:

- 2.1 F/92/0387/F Formation of a vehicular access. Granted 11th March 1992 – Delegated.

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

Paragraph 32: Safe and suitable access to the site can be achieved for all people.

Section 6: Delivering a wide choice of quality homes.

Paragraph 58: Development should respond to local character and be visually attractive as a result of good architecture and landscaping.

Paragraphs 99 – 104: Managing flood risk.

3.2 **Fenland Local Plan Core Strategy (Submission Version) – September 2013:**

CS1: Presumption in favour of sustainable development.

CS3: Spatial strategy, the Settlement Hierarchy and the Countryside

CS4: Housing.

CS14: Flood Risk

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

3.3 **Fenland District Wide Local Plan:**

H3 – Settlement Development Area Boundaries

E8 – Proposals for new development.

4. **CONSULTATIONS**

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| 4.1 | <i>Town Council</i> | Overdevelopment of plot, exit from the plot is on a dangerous bend and development is not in keeping with the village scene. |
| 4.2 | <i>Environment Agency</i> | No objection subject to a condition being imposed in relation to the development being carried out in accordance with the submitted FRA. |
| 4.3 | <i>FDC Scientific Officer</i> | No objections in terms of the local air quality or noise climate. Given that the proposal involves the demolition of an existing dwelling the unsuspected contamination condition should be applied to any permission given. |
| 4.4 | <i>North Level IDB</i> | No comment to make with regard to this application. |
| 4.5 | <i>CCC Highways</i> | The proposal achieves adequate visibility, on site parking and turning appears adequate/workable, the proposal is therefore acceptable in principle. The access arrangements demonstrate that an acceptable access can be achieved, effecting appropriate gradient changes to the adjoining footway. Require conditions in relation to restricting gates, parking and turning provision, access construction and closure of the existing access. |

4.6 **Local Residents:**

3 letters of objection received in relation to (in summary):

- Delighted over the demolition of the existing property which is currently a complete eyesore and a disgrace to the local village community.
- The new dwellings will be crammed onto a plot that currently houses 1 dwelling and will be out of character with the properties either side, both old properties.
- Appreciate that the site has to be developed in accordance with flood regulations but the submitted information stating the site is within 20m of the watercourse is incorrect. The site is actually 58m+ away and there is the flood bank within this area.
- Having to have them built above ground level to meet flood risk requirements will make the dwellings look like a block of flats.
- The proposed relocated access further to the corner increases the highway safety risk as there have been accidents here.
- Concerns over the loss of the trees to the rear as they provide habitats for wildlife.
- Would like to see some development on the site but with more consideration than this scheme.
- Loss of privacy due to the build levels of this development.
- Overdevelopment – the introduction of 2 dwellings with 4 parking spaces is excessive.
- Concerns over disturbance during the building of the dwellings.
- Lack of social infrastructure within Guyhirn.
- Will result in overlooking to adjacent sites.
- Due to the ground level any water run-off will be onto the adjoining sites.

5. SITE DESCRIPTION

- 5.1 The application site is off High Road in Guyhirn, which is within the main village settlement. The site is currently occupied by a relatively modest bungalow with associated amenity and parking spaces. To the south of the site is an existing dwelling, Bank Farm, and to the north sits the Oliver Twist site with single-storey accommodation and the car parking area immediately adjacent. The river is to the East of the site with the high bank being directly opposite across High Road. To the west are a number of residential dwellings, forming the Woodlands Gardens and Homelands developments. The site currently accesses onto High Road

6. PLANNING ASSESSMENT

- 6.1 The key considerations for this application are:
- Layout and Design
 - Flood Risk

(a) Layout and Design

This is a full application for the demolition of the existing dwelling and the erection of 2 dwellings in its place. The existing dwelling sits centrally on the site, fronting onto High Road. The proposed dwellings are to be a pair of semi-detached two-storey dwellings sited partially on the footprint of the existing dwelling but also set back slightly in comparison to the existing dwelling. The dwellings are to be positioned centrally within the site allowing for separate private amenity space to the rear and parking and turning for 2 cars per dwelling to the frontage. It is considered that the site can accommodate the 2 dwellings whilst retaining sufficient amenity space and workable parking and turning arrangements. The proposal includes the formation of a new shared access for the properties off High Road. The access is to be positioned centrally within the site frontage and the LHA have confirmed that the required visibility splays can be achieved and there are no objections in terms of highway safety.

In design terms the proposed dwellings have been designed to look like a single dwelling, with the main access doors to each side elevation. The front elevation has a variation in roof shape, with a gable frontage to one plot and a side gable end to the second plot. This adds variety and interest to the front elevation. The side elevations have one small first floor window which serves a bathroom thereby minimising any overlooking to the north and south of the site. The overall design is relatively simple within the street scene and the proposed materials will be Kempston Marlow red multi bricks and Redland Grovebury farmhouse red concrete pantiles. The objectors' comments are noted in relation to the dwellings being out of keeping with the design of the adjacent dwellings, which are more traditional, however the design has been considered in the wider context of the area which demonstrates a variety in dwelling designs. As such the proposed design is considered to be generally acceptable. The Agent has been contacted and asked to consider putting another means of access into the properties, perhaps through the introduction of patio doors into the rear elevations. Any amendments received will be updated at Committee.

(b) Flood Risk

The site falls within Flood Zone 3 given its proximity to the main river. The site faces the main river bank, across High Road. The application has been accompanied by a Flood Risk Assessment which confirms that the site is protected against both the 1 in 100 year fluvial and 1 in 200 tidal events and the site is located within a defended floodplain with the likelihood of flooding due to overtopping or failure of the flood defence embankment being considered as small.

Although there is likely to be sequentially preferable sites available in other areas of the district, this has been considered against the fact that the site is currently occupied by a dwelling, which is single-storey, and this proposal is essentially for replacement residential development rather than a new dwelling. The site is within the main settlement and there is currently a high embankment to the east which forms a defensive barrier. It is considered that the demolition of the existing bungalow and the replacement two-storey dwellings represents an improvement to the site in flood safety terms which has been balanced against the flood risk considerations. In addition the proposed dwellings have been designed with flood mitigation measures in mind. The floor level of the proposed dwellings will be approximately 1.2m above existing ground level, which is below the road level, and the internal floor levels are proposed at 2.8m aOD to provide flood resilient construction. In addition, the addition of a first floor provides a safe refuge for occupants. The Environment Agency have requested a condition requiring that the development is constructed in accordance with the submitted FRA.

7. CONCLUSION

- 7.1 The proposal has been assessed in line with Local and National Planning Policies in relation to the design, scale and impact on the surrounding area and residential amenity. There is an extant outline consent on the site and such a proposal remains acceptable in terms of siting and design as it will not give rise to any adverse visual, highway or residential amenity impacts. The proposal is therefore recommended for approval with appropriate conditions.

8. RECOMMENDATION

Grant – Subject to the following conditions.

- 1. The development permitted shall be begun before the expiration of 3 years from the date of this permission.**

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

- 2. Before the dwellings hereby permitted are occupied the on-site parking / turning shall area be laid out in accordance with the approved plan and thereafter retained for that specific use.**

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

3. **Before the dwellings hereby are occupied, the vehicular access where it crosses the public highway 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, levels, forms of construction and surface water drainage.**

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

4. **The existing access to High Road shall be permanently and effectively closed within 28 days of the opening of the new access, and such closure shall include the raising of the kerbs and the reinstatement of the verge and footway in accordance with a detailed scheme to be submitted to and approved in writing by the LPA .**

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

5. **Temporary facilities shall be provided clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction in accordance with a detailed scheme to be submitted to the LPA for approval.**

Reason: In the interests of highway safety.

6. **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.

7. **Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order 1995, (or any Order or Statutory Instrument revoking and re-enacting that Order with or without modification), planning permission shall be required for the following developments or alterations:**

- i) **the erection of freestanding curtilage buildings or structures including car ports, garages, sheds, greenhouses, pergolas, or raised decks (as detailed in Schedule 2, Part 1, Classes A and E);**
- ii) **the erection of house extensions including conservatories, garages, car ports or porches (as detailed in Schedule 2, Part 1, Classes A and D);**
- iii) **alterations including the installation of replacement or additional windows or doors, including dormer windows or roof windows (as detailed in Schedule 2, Part 1, Classes A and B);**
- iv) **alterations to the roof of the dwellinghouse (as detailed in Schedule 2, Part 1, Class C);**

Reason: In order to control future development and to prevent the site becoming overdeveloped

8. The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment for proposed residential development at Briar Croft, High Road, Guyhirn by Geoff Beel Consultancy dated October 2013 ref: GCB/Broker and the following mitigation measures detailed within the FRA:
1. Flood resilient and resistant construction will be utilised throughout the development as described in paragraph 7.5.
 2. The owners of the property will sign on to the Environment Agency's Floodline Warnings Direct Service.
 3. Finished floor levels will be set no lower than 1.20m above existing ground level at 2.8mAOD.
 4. No sleeping accommodation is to be located on the ground floor.
 5. The development will be designed to withstand the likely hydrostatic pressures arising from flood waters.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

Reason: To reduce the risk of flooding to the proposed development and future occupants.

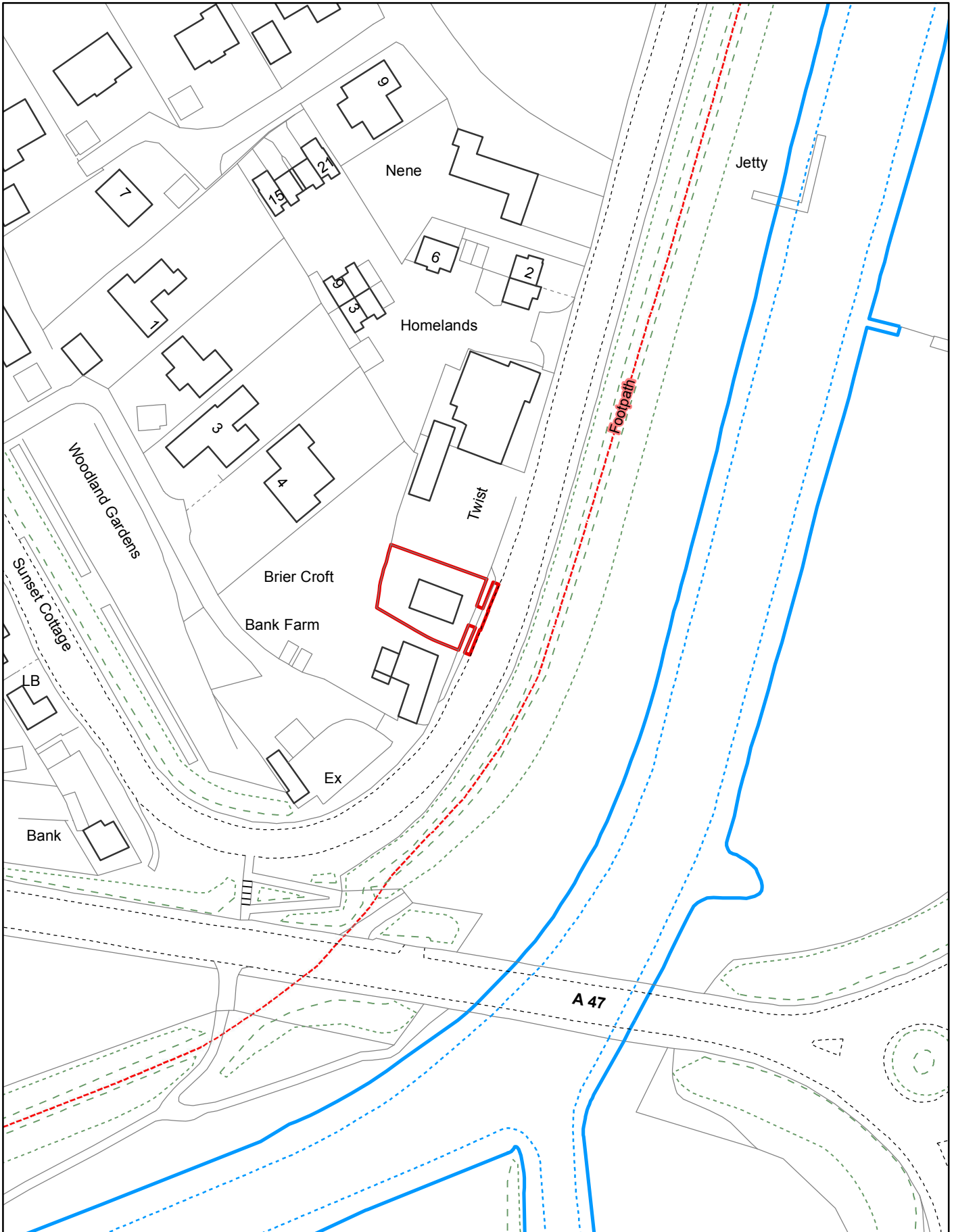
9. If during development, contamination not previously identified, is found to be present at the site then no further development (unless otherwise agreed in writing with the LPA) shall be carried out until the developer has submitted, and obtained written approval from the LPA, a Method Statement detailing how this unsuspected contamination shall be dealt with.

Reason: To ensure that the development complies with approved details in the interests of the protection of human health and the environment.

10. Prior to the commencement of any works or storage of materials on the site all trees that are to be retained shall be protected in accordance with British Standard 5837:2005. Moreover measures for protection in accordance with that standard shall be implemented and shall be maintained to the Local Planning Authority's reasonable satisfaction until the completion of the development for Building Regulations purposes.

Reason - To ensure that retained trees are adequately protected.

11. Approved Plans



Created on: 01/11/2013

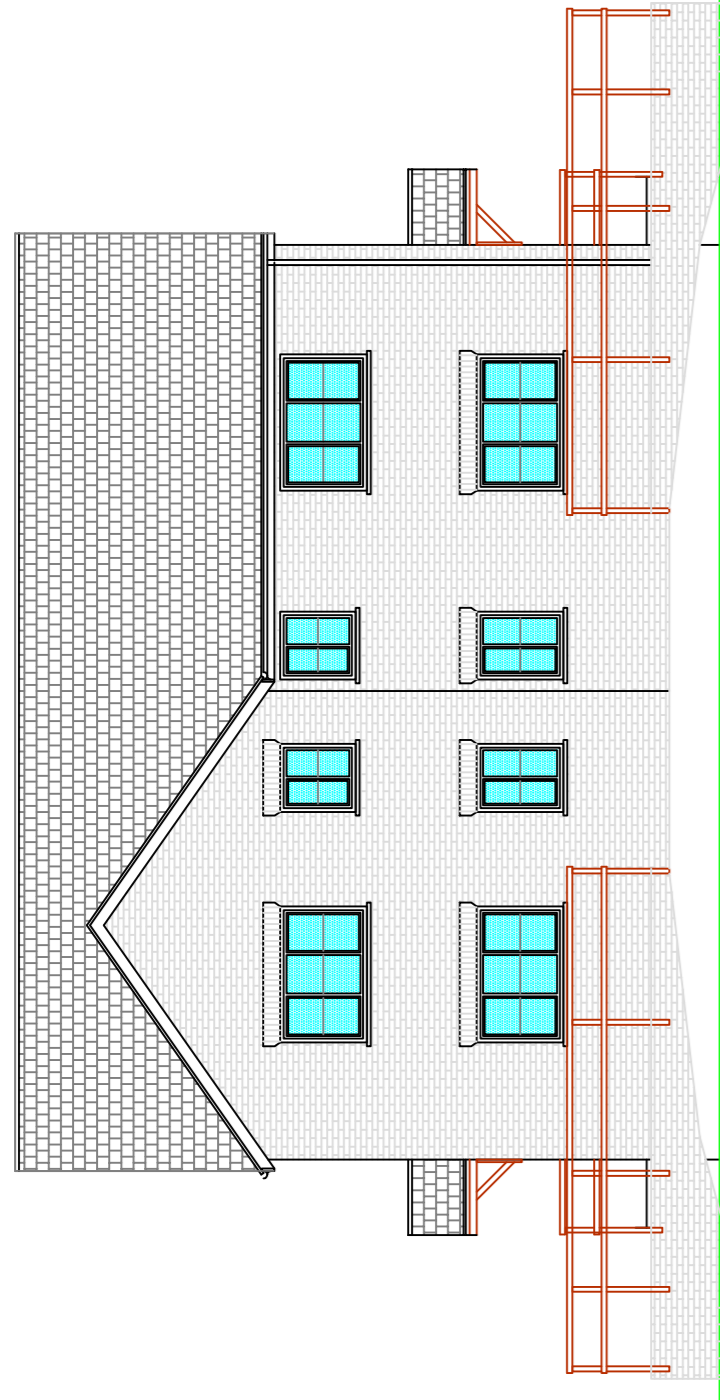
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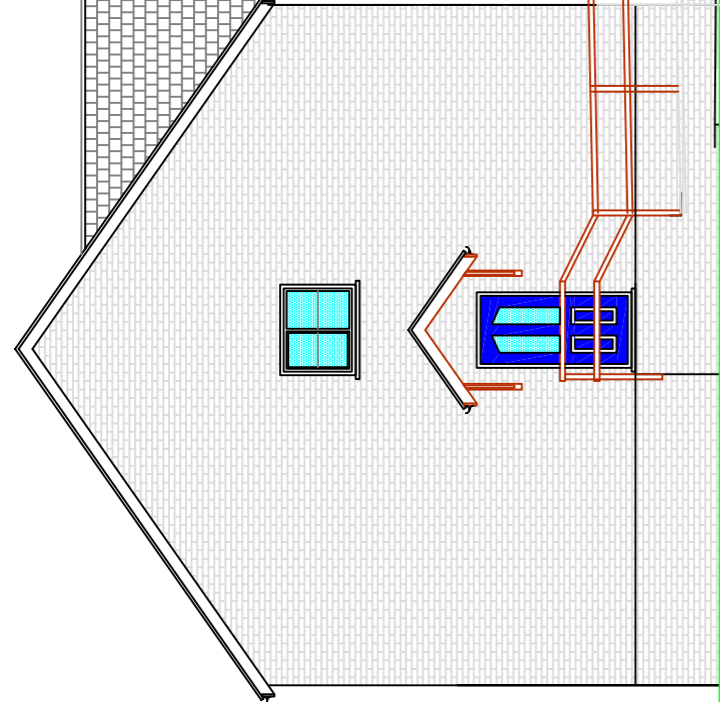
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CAMBRIDGESHIRE
Fenland District Council

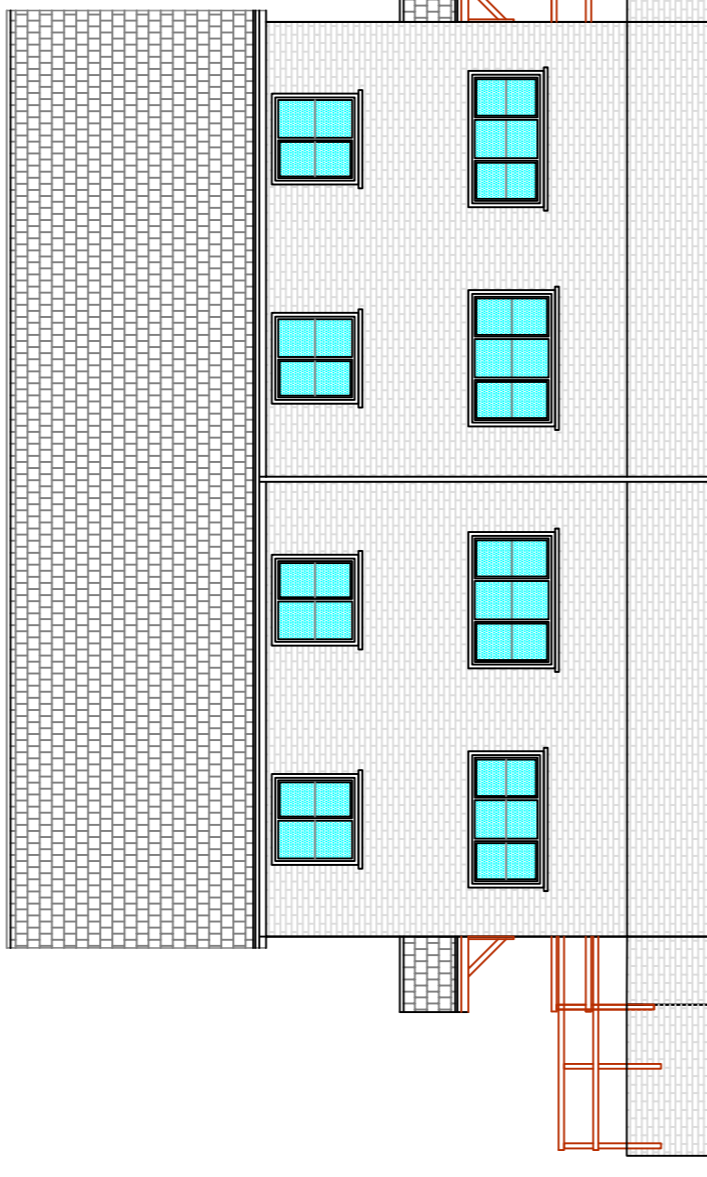


FRONT ELEVATION
SCALE 1:100

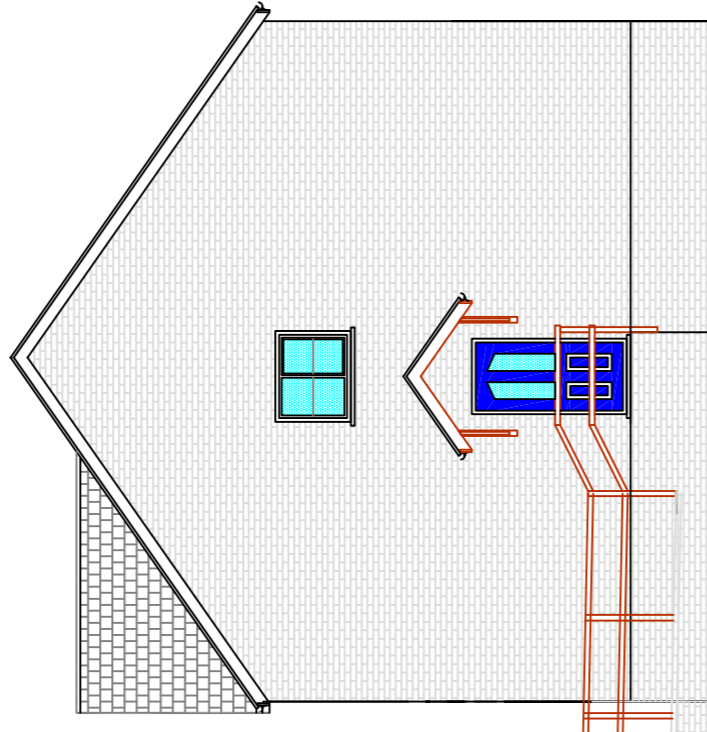


SIDE ELEVATION
SCALE 1:100

RETAINING WALL WITH TIMBER POST AND RAIL FENCE
FACING BRICKS, KEMPSTON MARLOW RED MULTI
ROOF TILES REDLAND GROVEBURY FARM HOUSE RED CONCRETE PANTILES

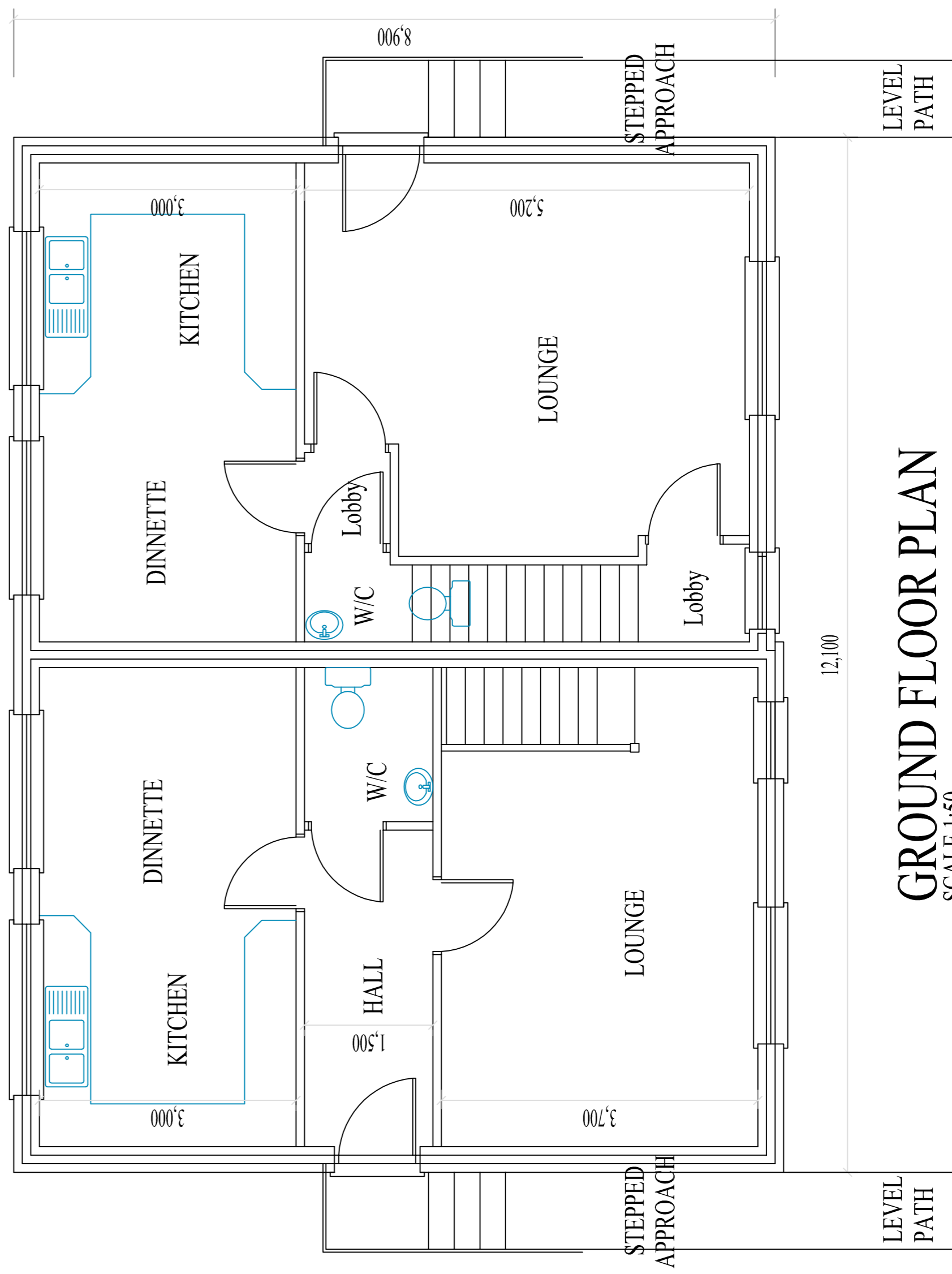


REAR ELEVATION
SCALE 1:100

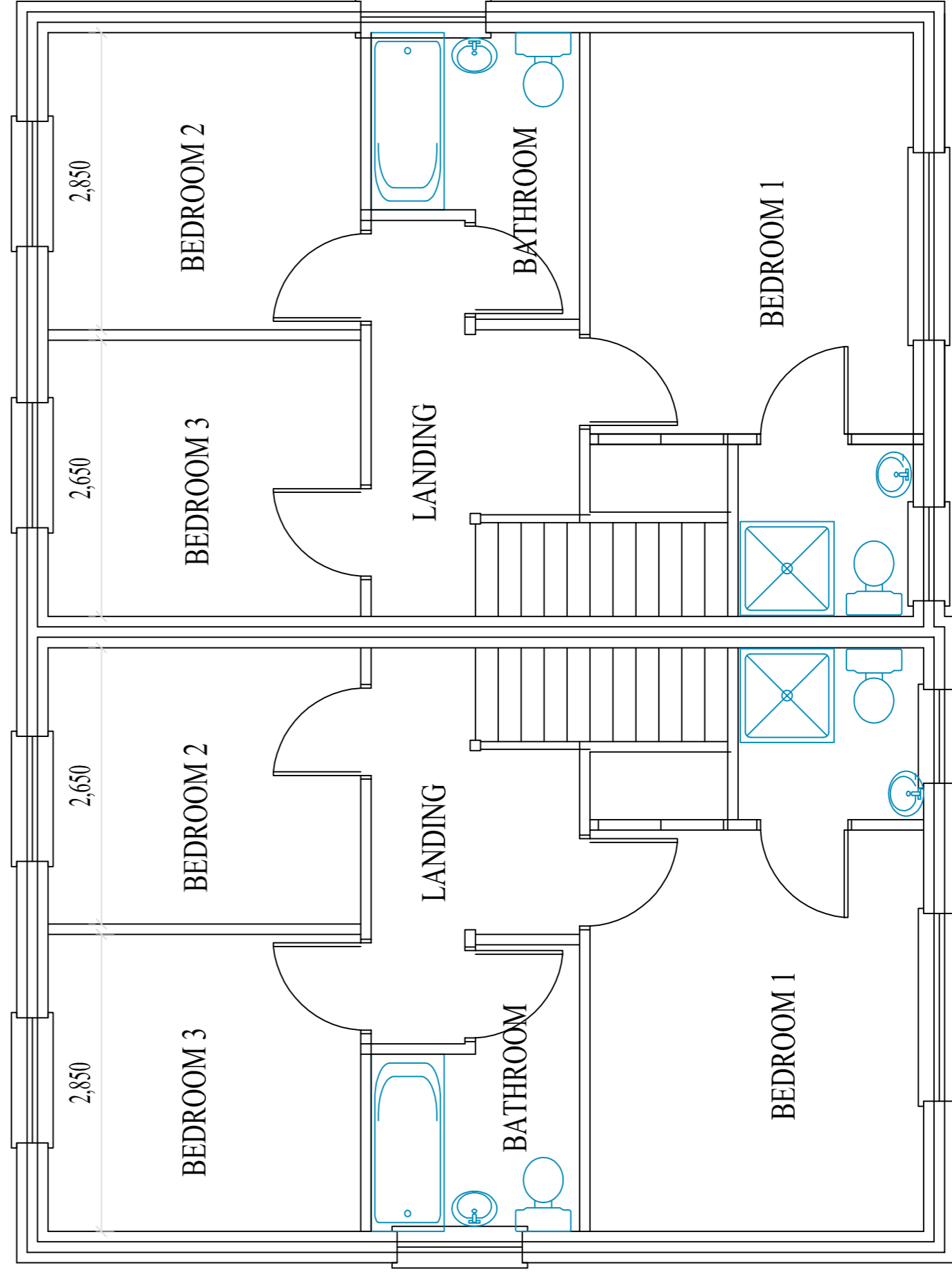


SIDE ELEVATION
SCALE 1:100

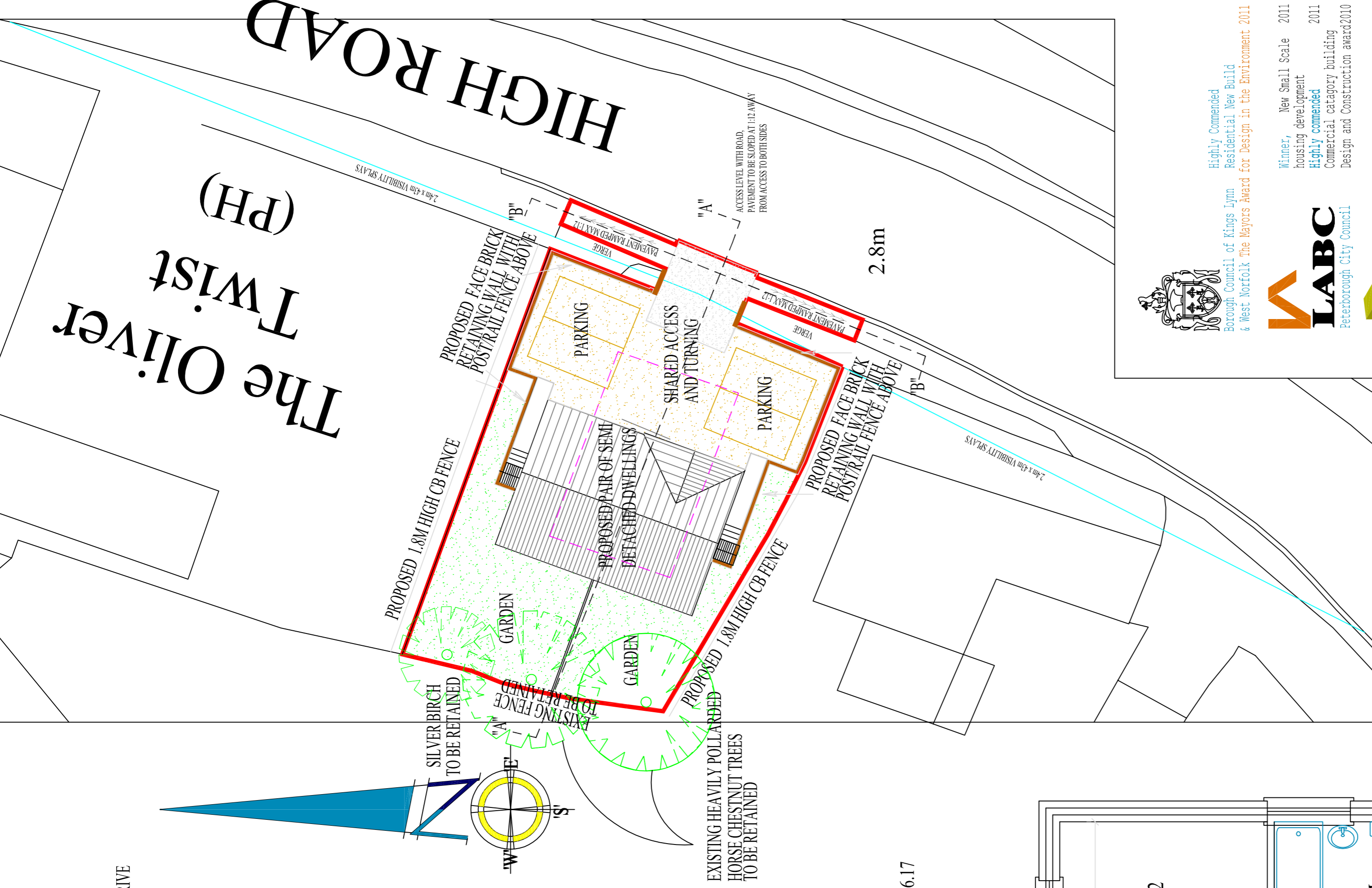
STEPPED APPROACH IN ACCORDANCE WITH APPROVED DOCUMENT M PARAGRAPH 6.17
MINIMUM 900mm WIDTH OF STEPS
MINIMUM 900mm LEVEL ACCESS AT BOTH ENDS OF THE STEPPED APPROACH
TREADS TO BE MIN 280mm GOING, AND BETWEEN 75mm AND 150mm RISE
HANDRAIL TO BE CONTINUOUS, BETWEEN 850mm AND 1000mm ABOVE PITCH LINE



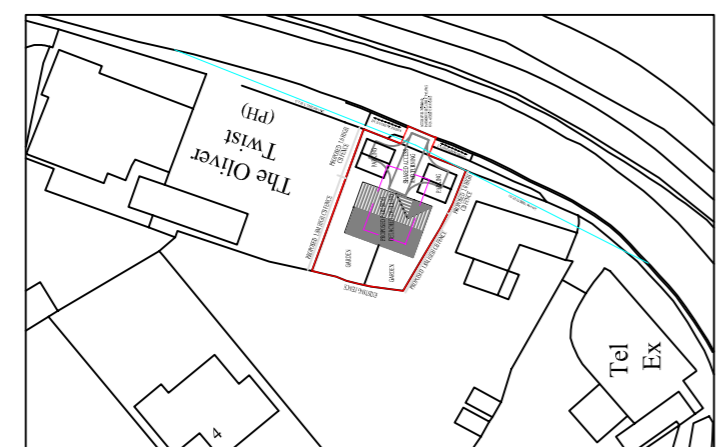
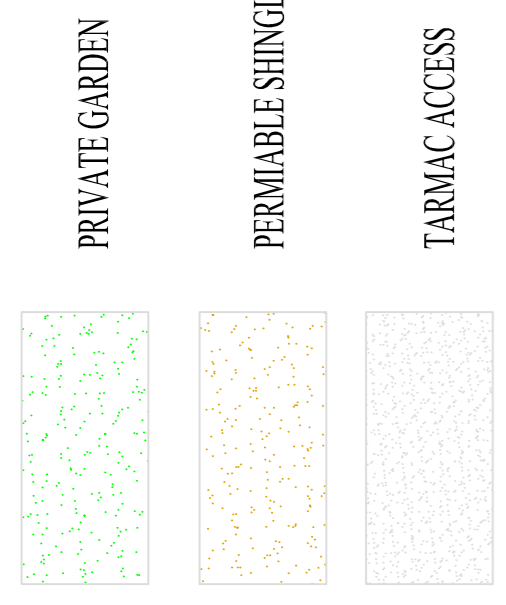
GROUND FLOOR PLAN
SCALE 1:50



FIRST FLOOR PLAN
SCALE 1:50



BLOCK PLAN
SCALE 1:200



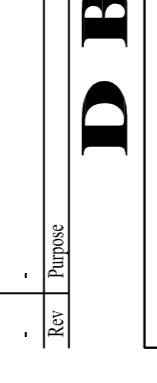
LOCATION PLAN
SCALE 1:1250



Highly Commended
Council of Kings Lynn Residential New Build
4 West Norfolk the largest award for design in the Environment 2011



Winner, New Small Scale 2011
Housing Development
Highly Commended
Commercial category building
Design and Construction award 2010
Peterborough City Council



Winner, Heritage award 2010
for Conversion or Renovation
Highly Commended
for Conversion or Renovation
Building Excellence in England
Heritage award New Build 2009

DBDS

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| DAVID BROKER DESIGN SERVICES ARCHITECTURAL TECHNICIANS DANBROOK HOUSE CASTLE ROAD CONCEPT 2000 DESIGN AND DEVELOPMENT ESTABLISHED 1975 | WISBECH ST MARY LTD Tel: 01463 814000 Fax: 01463 814000 Email: david.broker@btinternet.com |
| Issue: No 1 Planning submission | Client: R W FOWLER |
| Drawing No: 1090 PLANS AND ELEVATIONS | Project: PROPOSED PAIR OF SEMI DETACHED 3 STOREY DWELLING HOUSES EXISTING BUNGALOW TO BE DEMOLISHED |
| Site: AT BRUAR CROFT HUTCHINSON ROAD GUTHROW | Form Scale: 1:50 @ A1 |
| Form Scale: PE13-4EA | Date: APRIL 13 |
| Form Scale: PE13-4EA | Revision No: . |
| Form Scale: 1:50 @ A1 | Checked: . |
| Form Scale: PE13-4EA | Date: . |
| Form Scale: 1:50 @ A1 | Revision No: . |