

Application Number: F/YR14/0474/F

Minor

Parish/Ward: Wisbech/Hill Ward

Date Received: 10 June 2014

Expiry Date: 5 August 2014

Applicant: Mr E Edgeson

Agent: Mr N Lowe, Peter Humphrey Associates Ltd.

Proposal: Erection of 4 dwellings comprising of 1 x 2-storey 3-bed, 2 x single storey 3-bed and 1 x single-storey 2-bed involving the demolition of existing dwelling.

Location: 55 Ramnoth Road, Wisbech.

Site Area: 0.13 hectares

Reason before Committee: This application is before Planning Committee as the Town Council recommendation is at variance with Officer recommendation.

1. EXECUTIVE SUMMARY/RECOMMENDATION

This application seeks full planning permission for 4 dwellings on land at 55 Ramnoth Road in Wisbech. The site is within the main settlement core of Wisbech in an area characterised by residential development. The application includes the demolition of the existing frontage dwelling and the erection of 1 dwelling to replace the existing and 3 single-storey dwellings to the rear. There have been a number of previous permissions for similar developments in close proximity to the site.

The key issues to consider are:

- Health and Well-Being
- Economic Growth
- Relevant Policy
- Site History and the surrounding area
- Layout and Design

The key issues have been considered along with current Local and National Planning Policies and the proposal is considered to be acceptable. Therefore the application is recommended for approval.

2. HISTORY

There is no history associated with the application site itself however the following permissions on nearby sites are considered to be relevant in the consideration of this application.

- | | | | |
|-----|---------------|---|----------------------------|
| 2.1 | F/YR10/0549/O | Erection of 2 bungalows involving demolition of detached garage – Land East of 41 – 45 Ramnoth Road. | Granted 15 September 2010. |
| 2.2 | F/YR11/0234/F | Erection of 2 x 3-bed single-storey dwellings – Land East of 25 – 29 Ramnoth Road. | Granted 6 May 2011. |

2.3	F/YR12/0059/RM	Erection of 2 x single-storey 3 bed dwellings with detached garages involving demolition of existing detached garage – Land East of 41-45 Ramnoth Road.	Approved 21 March 2012.
2.4	F/YR12/0669/O	Erection of 1 x 2-storey dwelling and 2 x single-storey dwelling involving the demolition of existing dwelling – 47 Ramnoth Road.	Allowed on Appeal 29 August 2012.
2.5	F/YR13/0750/RM	Erection of 1 x 2-bed and 1 x 3-bed single-storey and 1 x 3-bed 2-storey dwellings involving the demolition of existing dwelling – 47 Ramnoth Road.	Granted 29 January 2014
2.6	F/YR14/0090/F	Erection of a single-storey 2-bed dwelling – Plot 2, Former 47 Ramnoth Road.	Granted 27 March 2014.
2.7	F/YR14/0310/F	Erection of 2 x single-storey dwellings comprising of 1 x 2-bed and 1 x 3-bed at Land East of 49-51 Ramnoth Road.	Granted 2 June 2014.

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: Core Planning Principles.

Section 6: Delivering a wide choice of high quality homes.

Section 7: Requiring good design.

3.2 **Fenland Local Plan 2014**

LP1: A Presumption in Favour of Sustainable Development

LP2: Facilitating Health and Wellbeing of Fenland Residents.

LP3: Spatial Strategy, The Settlement Hierarchy and the Countryside.

LP16: Delivering and Protecting High Quality Environments across the District.

4. **CONSULTATIONS**

4.1 ***Town Council***

Objection. Members feel this is overdevelopment of the site.

4.2 ***CCC Highways***

The parking provision at 2 spaces per dwelling is consistent with FDC parking policy. The access width into the site is acceptable as a shared surface. Access visibility is short of the desirable 2.4m x 43m for a 30mph road. It is expected that 85th percentile speeds and wet weather correction will be less than 30mph given the traffic calming in place along Ramnoth Road.

This is however an assumption that will need to be supported by a speed survey. Notes the left hand splay crossed third party land, this will need to be kept to a minimum height of 0.6m. Pedestrian visibility splays of 1.5m x 1.5m should be provided.

4.3 ***FDC Environmental Health***

Note and accept the submitted information and have no objections. The proposed development is unlikely to have a detrimental effect on local air quality or the noise climate. Given that the proposal involves the demolition of an existing dwelling and previous adjacent land use (railway land) the unsuspected contamination condition should be attached.

4.4 ***Local Residents:***

None received.

5. **SITE DESCRIPTION**

5.1 The application site is within the main settlement of Wisbech in an area characterised by relatively high density residential development. The site currently forms residential garden land and is located to the rear of existing residential dwellings fronting along Ramnoth Road. There are a number of similar developments in the immediate area.

6. **PLANNING ASSESSMENT**

6.1 The key considerations for this application are:

- Health and Well-Being
- Economic Growth
- Relevant Policy
- Site History and the Surrounding Area
- Layout and Design

Health and Well-being

Policy LP2 of the Fenland Local Plan 2014 seeks to ensure that development proposals should contribute to the Council's goal of Fenland's residents achieving the highest attainable standard of health. This includes creating the right mix of homes, developing lifetime homes which are easy to warm and safe from flooding, promote high levels of residential amenity and helps to reduce crime amongst other considerations.

The proposal provides an acceptable level of private amenity space for future occupiers and will not compromise the living conditions of adjoining residents. The site is in a sustainable location within walking distance of facilities and services. The development therefore addresses health and well-being principles.

Economic Growth

The proposed development will contribute to the local economy in the short term through the construction of the dwellings and the opportunities this will present for local builders and merchants. In the long term the addition of these dwelling will benefit local shops and services with the potential for more demand leading to the creation of further facilities and it represents an increase in the available housing stock.

Relevant Policy

Policy LP3 of the Fenland Local Plan 2014 lists Wisbech as a Market Town where the majority of the district's new housing, employment growth and wider service provision should take place in these settlements. As such, the site is considered to be in a sustainable location with good access to a range of services and facilities and therefore the principle of development in this location is acceptable.

Policy LP16 of the Fenland Local Plan 2014 seeks to ensure that all development within Fenland is of a high quality. The criteria within this policy should make a positive contribution to the distinctiveness and character of the local area, should not adversely impact on the settlement pattern or nearby residential amenity and provide sufficient private amenity space amongst other things.

Site History and the Surrounding Area

As detailed within Section 2 of this report there have been a number of permissions on sites in close proximity to the application site for residential development. These have been approved and are under construction on sites at 25-29 Ramnoth Road, 41 – 45 Ramnoth Road, 47 Ramnoth Road and 49-51 Ramnoth Road which has resulted in the character of this part of Ramnoth Road being largely back land developments sited to the rear of the existing frontage properties along Ramnoth Road. Although the NPPF seeks to resist the inappropriate development of garden land, the developments that have been approved and constructed since 2010 have set a precedent for this form of development. As such the proposal is in keeping with the existing form and character of the surrounding area and can be supported in this instance.

Layout and Design

The proposed development involves the demolition of the existing frontage dwelling, 55 Ramnoth Road, and the redevelopment of the site with a new frontage dwelling and 3 bungalows to the rear.

The design of the dwellings has been carried out to reflect the character of the existing approved and newly constructed dwellings in the surrounding area. The designs of the proposed dwellings complement one another and form a comprehensive development. The proposed materials are to be Hanson Arden Special Reserve bricks and Sandtoft Double Pantile Rustic tiles. There are a mix of dwelling designs and materials in the surrounding area and therefore it is considered the proposal is acceptable in terms of design.

The layout of the proposal sees the 2-storey dwelling sited on the site frontage, replacing the existing 2-storey dwelling, with an access road running to the south of this dwelling into the site to serve the 3 proposed bungalows. Plot 2 is to be sited to the rear of the 2 storey dwelling on plot 1 and the remaining 2 plots are sited to the rear of the site. Each dwelling has an area of private amenity space and 2 parking spaces with an additional visitor space. The layout reflects those previously approved on neighbouring sites and as such is consistent with the existing form and character of the area. The proposed garden areas are considered adequate with each having at least a third of the plot as private amenity space.

In terms of access the demolition of the frontage dwelling will serve to facilitate a 5m wide shared access road to the whole development. The Local Highway Authority have noted that the proposed access, shared surface area and parking provision is acceptable in this location. They have requested further information to support a reduced vehicle visibility splay at the site access and this is awaited from the Agent.

It is considered that the proposed layout and design of the dwellings are acceptable in this location and reflect the existing character of development in this area. As such the proposal is considered to be acceptable in this instance. The development reflects the density of the dwellings in the surrounding area and therefore is not considered to be overdevelopment.

7. CONCLUSION

- 7.1 The proposal has been assessed in accordance with the relevant National and Local planning policies and in relation to the extant planning consents on the nearby sites. It is considered that the proposal is acceptable in terms of layout, design, principle, impacts on residential amenity and the character of the area. As such the proposal is recommended for approval subject to the additional information being submitted and approved by the Local Highway Authority.

8. RECOMMENDATION

GRANT

1. **The development 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. **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.

3. **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.

4. **Vehicle to vehicle visibility splays – to be confirmed by the Local Highway Authority.**
5. **Prior to the first occupation of the development hereby approved, pedestrian visibility splays of 1.5 metres x 1.5 metres shall be provided both sides of the vehicular access and shall be maintained free from any obstruction over 600mm.**

Reason: In the interests of highway safety.

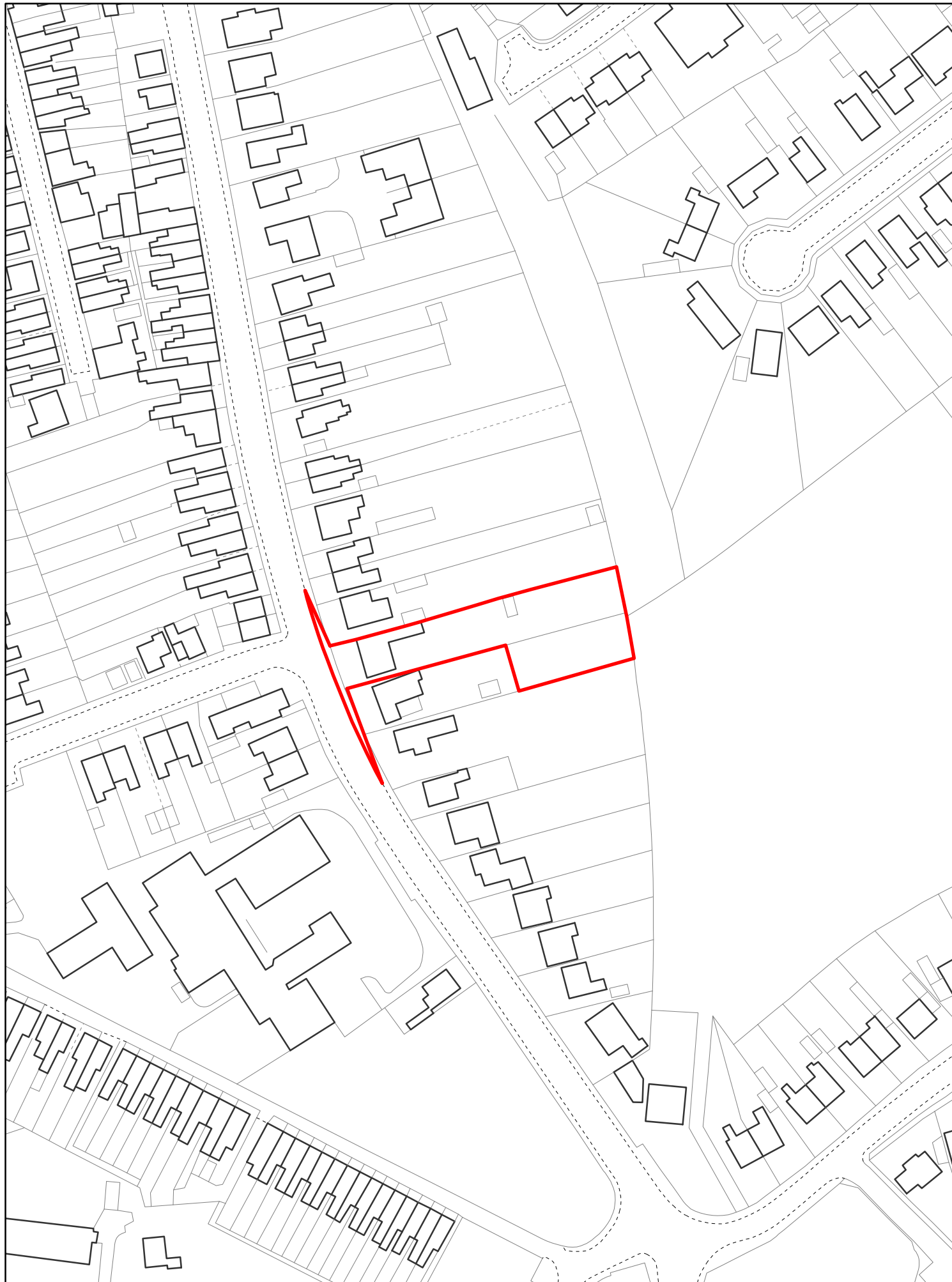
6. **Prior to the commencement of the development hereby approved, adequate temporary facilities, details of which shall be submitted to and approved in writing by the Local Planning Authority, shall be provided clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction.**

Reason: In the interests of highway safety.

7. **Prior to the first occupation of the development hereby approved the permanent space shown on the plans hereby approved to be reserved on the site to enable vehicles to:
 - a) Enter, turn and leave the site in forward gear;
 - b) Park clear of the public highwayShall be levelled, surfaced and drained and thereafter retained for no other purpose in perpetuity.**

Reason: In the interests of satisfactory development and highway safety.

8. **Any other conditions as requested by the Local Highway Authority upon receipt of the requested further information.**
9. **Approved Plans.**



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