

Application: F/YR15/0184/F
Minor
Parish/Ward: March Town Council

Applicant: Ms Tewari
Agent: Gowler Architectural & Energy Consultant

Proposal: Erection of a single-storey extension to side of existing dwelling involving the demolition of existing garage, side lean-to extension and chimneys

Location: Willow View, The Chase, March, Cambridgeshire

Reason before Committee: This application has been called in to planning committee by Councillor Mrs Jan French objecting on the basis that the development constitutes overdevelopment of the site, is detrimental to the surrounding area, provides a lack of amenity space and would cause overbearing on nearby residents. These views are contrary to the Officers recommendation.

1. EXECUTIVE SUMMARY/ RECOMMENDATION

This application seeks full planning permission for the erection of a single storey side extension involving the demolition of the existing garage and side extension.

The key issues to consider are;

- Principle of development
- Scale, Layout and Appearance
- Access and Highways
- Impact on amenity
- Other Matters

The proposed development would introduce an extension with a substantial footprint thereby significantly increasing the overall footprint of the dwellinghouse. The extension has been designed so as not to adversely impact on neighbouring amenity. In addition, the parking and turning area within the site will enable safe access and egress to the property taking into account the heavy use of the adjacent highway by pedestrians. The extension will appear sympathetic to the host dwelling and will provide the minimum requirement of private amenity space for future occupants of the dwelling.

It is considered therefore that the proposal accords with policies LP2, LP3, LP15 and LP16 of the Fenland Local Plan 2014.

Therefore in-line with LP1 the proposal is recommended for approval.

2.0 HISTORY

Of relevance to this proposal is:

2.1 F/YR03/1181/O Erection of a 1-bed bungalow Refused 22/10/2003

Subsequently dismissed at appeal ref: APP/D0515/A/03/1135219

3.0 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.
Paragraph 32:	Transport impacts
Section 7:	Requiring Good Design

3.2 Fenland Local Plan 2014:

LP1:	Presumption in favour of Sustainable Development
LP2:	Health & Wellbeing
LP15:	Transport & Highways
LP16:	High Quality Environments

4.0 CONSULTATIONS

4.1 *Town Council*

No comment received at time of report

4.2 *CCC Highways(LHA)*

Whilst the proposed extension of the property will potentially result in an intensification of the site, the additional impact is likely to be seen as de-minimis by any planning inspector.

The Chase is a public footpath that has not been designed to provide vehicular access rights to development. FDC should be mindful of the impact of permitting further development along The Chase that may result in an increase risk vehicle to pedestrian conflict.

The existing dwelling is a four bedroomed dwelling which requires three off road parking spaces. The same parking standards are required for the 5 bedroomed proposal. By removing the double garage two spaces are effectively being removed and replaced with hard stand which provides the same level of parking.

I have no highway objections subject to the following conditions;

Prior to the first occupation of the development the proposed on-site parking /turning shall 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.

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.

Reason: In the interests of highway safety.

4.3 Middle Level Commissioners (IDB)

Advised will be commenting – no comment yet received

4.4 Local Residents

3 letters of objection received for the following reasons;

- Loss of amenity (light and overbearing impacts)
- Establishing a precedent
- Highway and safety concerns
- Appears to be [potentially] a 2-bed bungalow (previous applications refused for further dwellings in this location)
- Concerns over drainage and flood issues

5.0 SITE DESCRIPTION

5.1 The site lies in the established settlement of March and within 200m of the town centre boundary. The site comprises a single storey, 4-bedroom dwelling with loft, set within approximately 800m² of residential land accessed via The Chase.

The Chase is a single track (c.3.0m wide) road serving a small number of properties which also serves as a public footpath providing access between Gaul Road and West End Park, public open space.

The site is enclosed with 1.8m high close boarded fence. Part of the site subject to the proposal is currently heavily overgrown with brambles. A driveway and garage currently provides parking for 3 vehicles.

Dwellings in the vicinity comprise a mixture of single storey and 2-storey properties of varying scales and periods.

The site lies within Flood Zone 1.

6.0 PROPOSAL

The application proposes the erection of a single storey 'L-shape' extension to provide 2 bedrooms, a bathroom, en-suite and lounge area. A reconfiguration of the existing layout will result in the addition of 1 further bedroom, thereby becoming a 5-bedroom dwelling.

The existing garage is proposed to be demolished and parking and turning for 3 cars is proposed enabling vehicles to manoeuvre within the site and exit in forward gear.

The extension will measure approximately 4.5m to the ridge and will occupy approximately 134m² in area creating a small courtyard area between the host dwelling and the extension. The proposal essentially provides an annexe to the main dwelling linked via a corridor into the existing kitchen.

7.0 PLANNING ASSESSMENT

7.1 Key Issues

- Principle of development
- Scale, Layout and Appearance
- Access & highways
- Impact on amenity
- Other matters

7.2 Principle of Development

Policy LP16 supports the principle of extending an existing dwellinghouse, provided it can be demonstrated that it meets the criteria listed under LP16 which addresses design and impact considerations.

7.3 Scale, Layout and Appearance

Policy LP16 supports residential extensions where it can be demonstrated that it meets the criteria listed under LP16 which seeks to ensure amongst other things, that it makes a positive contribution to the local distinctiveness and character of the area, enhances its local setting, responds to and improves the character of the local built environment and provides sufficient private amenity space.

The proposed extension will effectively increase the footprint of the dwelling by approximately 75% which is substantial. Policy LP16 (h) seeks to ensure that a minimum of one third of the overall plot curtilage is retained for private amenity space. The proposal would only just achieve this in utilizing the areas of land around the perimeter of the site, and the courtyard area which would be created. Whilst the private amenity space would therefore not be delivered in one mass and would constitute various segments of curtilage, policy LP16(h) is essentially met. Notwithstanding this, when considering the local character of the area, it is noted that some dwellings in the vicinity fall substantially short of the minimum third private amenity space. Therefore when considering the proposal in context with the local character, the layout is not considered to be harmful.

The extension has been designed sympathetically to the host dwelling, proposing to utilize materials to match that of the host dwelling. The extension has also been designed with a low ridge height so as not to detract from or dominate the existing dwellinghouse. The removal of the existing chimneys to the host dwelling will not harm the character and appearance of the dwelling or the area in general.

The extension will therefore appear subservient and proportionate to the host dwelling, providing adequate private amenity space and will not adversely affect the local character of the area or the streetscene in general. The proposal therefore complies with the requirements of LP16 in this regard.

8.0 Access & Highways

Policy LP2, together with LP15 seeks to ensure that well designed and safe access is provided with new development. Development should also provide adequate parking, meeting the Council's standards as set out in Annexe A of the Fenland Local Plan 2014.

The LHA have raised no objections to the proposal acknowledging the current layout of the site in relation to the adjacent highway. The LHA have however requested that the LPA consider the impact of any intensification of the site on The Chase.

The applicant has made modifications to the parking and access arrangements following comments received during consultation with residents and statutory consultees. The parking area has been reconfigured to enable the on-site parking and maneuvering for 3 cars. This is commensurate to the Council's current standards for the number of bedrooms proposed. In addition, the reconfiguration now enables cars to enter and exit in forward gear which is an improvement on the current layout and recognises that The Chase is heavily trafficked by pedestrians and aims to mitigate against this with the revised layout.

It is noted that a proposal for a new dwelling on the site was refused and subsequently dismissed on appeal on highways grounds citing that the proposal would "*unacceptably detract from the safety of footpath users..*". This appeal was considered under previous planning policy guidance. Whilst previous decisions should be considered as part of the determination, ultimately proposals should now be considered in-line with the Local Plan and the requirements of the NPPF.

Paragraph 32 of the NPPF states that;

"Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

It is considered that whilst the enlargement of the dwelling may result in an increase in vehicle movements, there is nothing to demonstrate that the impacts of the development on the adjacent highway would be severe. Accordingly therefore the proposal is supported by policy LP2 and LP15 of the Fenland Local plan and the requirements of the NPPF in this regard.

9.0 Impact on Amenity

Policies LP2 and LP16 of the Fenland Local Plan 2014 seek to ensure that development does not adversely impact upon the amenity of neighbouring users such as loss of privacy and light.

The development has been designed so as to minimize its impact on the surroundings. The ridge is significantly lower than that of the host dwelling and of adjoining properties and is predominantly pitched away from neighbouring boundaries. An application of the 45° test demonstrates that no overshadowing result from the development and given its low height the development will not be overbearing or result in overlooking on neighbouring properties.

10.0 Other Matters

Comments received from residents have been considered. Concerns over highways and amenity issues have been addressed above.

Surface Water drainage

One resident has raised concerns over surface water drainage and flood risk. No comments have been received from the IDB at the time of the report. Notwithstanding this, the development would be required to be constructed in accordance with current Building Regulations which would take into consideration the ground conditions of the site and make recommendations as to suitable means of surface water management.

Creation of a dwelling

Concerns have been raised that the development appears to be the formation of a new dwelling. The application to be determined is for an extension. Any application for a separate dwelling would require express planning permission in its own right and would need to meet local and national requirements taking into consideration the form and character of the area, access and highways implications and amenity matters. Whilst the proposal is for a substantial extension, no reference is made to the creation of a separate planning unit and accordingly it has been determined in-line with policies reflecting that.

Establishing a precedent

Concern has been raised that by permitting this development, it would set a precedent for further development along The Chase. As previously identified in 7.2 above, the principle of household extensions is supported by Local Plan policy LP16, subject to compliance with other policies.

Each planning application should be determined on its own merits in accordance with policies contained within the adopted Local Plan and national requirements.

11.0 Health and Wellbeing

Policy LP2 requires development proposals to positively contribute to creating a healthy, safe and equitable living environment, for example by creating a mix of homes to meet people's needs, promoting high levels of residential amenity and avoiding adverse impacts. The proposal would mostly satisfy the requirements of this policy

12.0 Economic Growth

The development would be able to support a large family which could in turn support local services and the local economy in general

13.0 CONCLUSION

- 13.1** The application has been considered in-line with core planning principles of the National Planning Policy Framework and with policies LP1, LP2, LP15 and LP16 of the Fenland Local Plan 2014.

The proposed development would introduce an extension with a substantial footprint thereby significantly increasing the overall footprint of the dwellinghouse. The extension has been designed so as not to adversely impact on neighbouring amenity. In addition, the parking and turning area within the site will enable safe access and egress to the property taking into account the heavy use of the adjacent highway by pedestrians and cyclists. The extension will appear sympathetic to the host dwelling and although the private amenity space provided will be restricted given the scale of development, the minimum requirement of private amenity space for future occupants of the dwelling will be provided.

It is considered therefore that the proposal accords with policies LP2, LP3, LP15 and LP16 of the Fenland Local Plan 2014. Therefore in-line with LP1 the proposal is recommended for approval.

14.0 RECOMMENDATION

- 14.1 Approve 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 Prior to the first occupation of the development hereby approved the proposed on-site parking /turning shall 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 in accordance with LP2 and LP15 of the Fenland local Plan 2014.

- 3 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.**

Reason - To ensure the free flow of traffic along the Chase in the interests of highway safety and in accordance with LP2 and LP15 of the Fenland Local Plan 2014.

- 4 The development hereby approved shall be finished externally in materials to match the existing building, unless the Local Planning Authority otherwise agrees in writing prior to commencement of development.**

Reason - To safeguard the visual amenities of the area in accordance with LP16 of the Fenland Local Plan 2014.

- 5 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);**

Reason: To ensure that the Local Planning Authority retains control over the future extension and alteration of the development, in the interests of its private amenity space afforded to future occupants of the property in accordance with LP2 and LP16 of the Fenland Local Plan 2014

- 6 The development hereby approved shall be used only in association with, and ancillary to, the occupation of Willow View, The Chase, March and shall not be used as a separate dwelling unit.**

Reason - In view of location of the development, the formation of a separate dwelling would be unacceptable in accordance with Policy LP2 and LP16 of the Fenland Local Plan 2014.

- 7 The development hereby permitted shall be carried out in accordance with the approved plans.**



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NOTE
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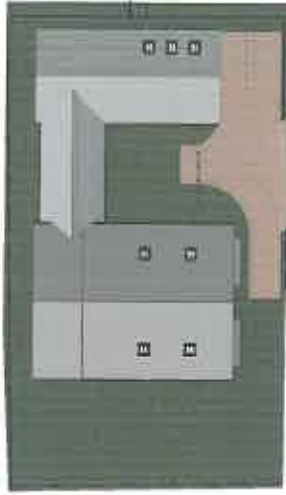
Proposed Front Elevation
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Proposed Side Elevation Bramble Lodge
 Scale: 1:100



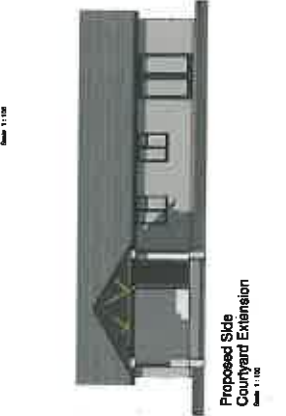
Proposed Side Elevation adJ Gillian Lodge
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Proposed Site Plan
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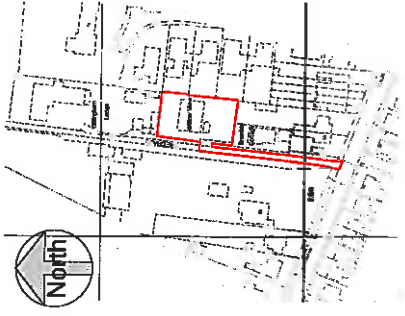
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Proposed Side Elevation Courtyard Extension
 Scale: 1:100



Proposed Side Elevation Courtyard Existing Bungalow
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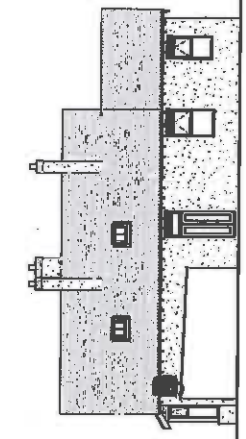


Location Plan
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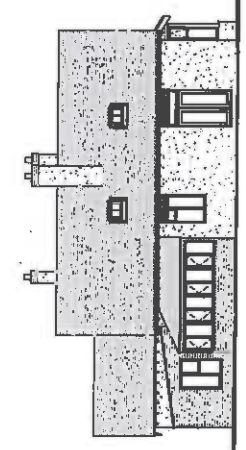
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 0m 3m 6m 9m 12m 15m
 VISUAL SCALE 1:200 @ A1

1	Overall Drawing	1:100
2	Site Plan	1:100
3	Existing Ground Floor	1:100
4	Proposed Ground Floor	1:100
5	Proposed Planning Drawing	1:100

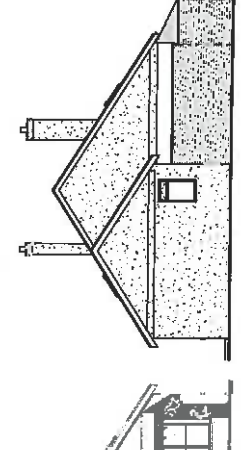
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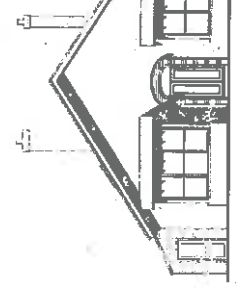
Existing Side Elevation Bramble Lodge
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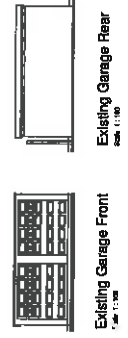
Existing Side Elevation adJ Gillian Lodge
 Scale: 1:100



Existing Rear Elevation
 Scale: 1:100

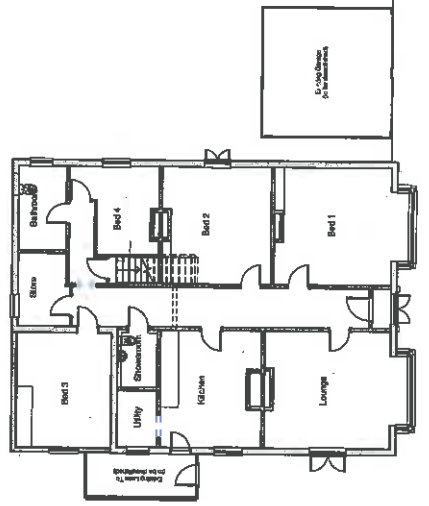


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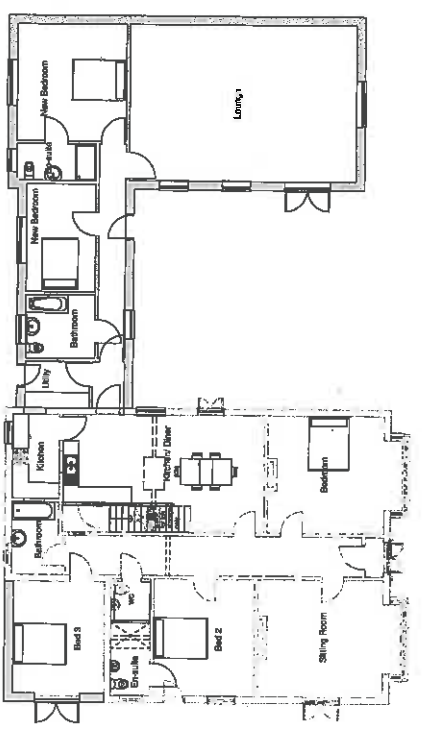


Existing Garage Front
 Scale: 1:100

Existing Garage Rear
 Scale: 1:100



Existing Ground Floor
 Scale: 1:100



Proposed Ground Floor
 Scale: 1:100