

F/YR16/0375/F

**Applicant: Mr Bedford
AJB Holdings (Peterborough) Ltd**

**Agent : Mr Coulling
PDG Architects**

45 - 45A Bassenhally Road, Whittlesey, Cambridgeshire,

Erection of 2 x 3-bed and 2 x 2-bed single-storey dwellings with associated access road and garages (including garage to serve existing dwelling); alterations to 45 Bassenhally Road including demolition of carport and 2-storey side extension and total demolition of 45A Bassenhally Road and outbuildings

Reason for Committee: The comments of the Town Council are at variance with Officer recommendation.

1 EXECUTIVE SUMMARY

This is a full application for the erection of 4 single-storey dwellings at land at 45 and 45A Bassenhally Road. The site is within the main settlement of Whittlesey in an area of high density residential development and is considered to be a sustainable location. The proposal involves the demolition of 45A Bassenhally Road and the partial demolition (car port and 2-storey side extension only) of 45 Bassenhally Road. The 4 dwellings will be accessed of a shared access roadway and will complement one another in design terms. The layout allows for adequate amenity space and parking.

The key considerations for this application are:

- Principle of development;
- Layout and Design;
- Residential Amenity Impacts
- Highway Safety and Access;

The proposed application has been assessed against the relevant local and national planning policies and is considered to comply with these in terms of the principle of development, the layout and design, access and highway safety, impacts on residential amenity and the visual amenities of the surrounding area. As such the proposal is recommended for approval.

2 SITE DESCRIPTION

- 2.1 The site is located to the north of Bassenhally Road and currently comprises residential land serving both 45 and 45A Bassenhally Road. The area is characterised by residential development of a high density with a large number of back land developments. The Hemmerley Drive estate is located to the north. The site is within Flood Zone 1.

3 PROPOSAL

- 3.1 This is a full application for the erection of 4 single-storey dwellings to comprise of 2 x 2-bed and 2 x 3-bed. The proposal also involves the demolition of number 45A Bassenhally Road, located within the site, and the demolition of the car port and existing 2-storey extension of 45 Bassenhally Road to allow for access into the site.
- 3.2 The proposed site layout will see the access road coming directly from Bassenhally Road and running between Nos. 43 and 45 Bassenhally Road. The access road will run centrally through the site, culminating in a turning head to serve the 4 proposed properties. The proposed dwellings are sited with 2 to the rear part of the site and 2 either side of the access forming a small group of dwellings. Parking for Plots 1 and 2, including a detached garage will be located to the north of these 2 dwellings, accessed off the turning head, and Plots 3 and 4 will have driveways and a garage adjacent to the dwellings. The proposal also includes a double garage for the existing property at No. 45 located to the north of the garden and accessed off the proposed roadway. Each dwelling will have an area of private amenity space equalling at least a third of the plot and either side of the access will be landscaped. Bin collection points are proposed adjacent to Bassenhally Road. The proposal will involve the removal of the existing boundary treatments to the side boundaries (comprising a mix of close boarded fencing and chain link fencing) and the retention of the rear close boarded fence (1.8m). The proposed boundary treatments will provide new 1.8m close boarded fencing to the side boundaries also.
- 3.3 In design terms there are 3 different designs proposed for the 4 plots. Plots 1 and 2 have a slightly varied design and Plots 3 and 4 will have the same design only handed. Plot 1 will comprise of House Type A which has a weatherboard cladding feature to the front extension element and will provide a kitchen/breakfast area, living room, 3-bedrooms (one with en-suite), a bathroom and wc. The ridge height of the dwelling at its highest point will be approximately 4.7m with an eaves height of approximately 2.5m. Plot 2 will comprise of House Type B which is a slightly larger property but retains the cladding features found on Plot 1. It will provide 3 bedrooms (one with en-suite), a living room, kitchen/breakfast area, bathroom, wc, utility room and study. It will have a maximum ridge height of approximately 4.7m also.
- 3.4 Plots 3 and 4 are the smaller, 2-bed bungalows which will replicate small areas of the cladding in order to provide a comprehensive development. These dwellings will provide 2 bedrooms (one with en-suite), a bathroom, kitchen/breakfast area and living room. They will have a maximum ridge height of 5m and an eaves height of approximately 2.5m.
- 3.5 In terms of the partial demolition of the frontage dwelling, No. 45, this will involve the removal of the existing car port to the southern boundary of the site and the demolition of an existing 2-storey side extension which currently provides a garage, study and wc at ground floor and a bedroom, living area, kitchenette and shower to the first floor. This will reduce the frontage width of the dwelling by approximately 8.3m to allow access.

3.6 Full plans and associated documents can be viewed at: <https://www.fenland.gov.uk/publicaccess/applicationDetails.do?activeTab=documents&keyVal=O6YU1YHE08000>

4 SITE PLANNING HISTORY

F/0556/89/F	Erection of a car-port 45 Bassenhally Road Whittlesey Cambs	Granted	06/06/1989
F/0506/88/F	Change of use from stores to residential 45A Bassenhally Road Whittlesey 45A Bassenhally Road Whittlesey	Granted	21/07/1988
F/0020/78/F	Retention of a Seco bungalow 45A Bassenhally Road Whittlesey 45A Bassenhally Road Whittlesey Peterborough Cambridgeshi	Appeal Allowed	06/09/1978
F/0136/75/F	Exetnsion to dwelling house to form garage and study with self contained flatlet over 45 Bassenhally Road Whittlesey Cambs	Granted	22/04/1975
WU/72/37/O	Erection of a bungalow 45A Bassenhally Road Whittlesey	Refused	09/05/1973
WU/73/9/F	Retention of a seco bungalow 45A Bassenhally Road Whittlesey	Granted	05/02/1973
WU/69/113/D	Renew planning permission for a seco prefabricated bungalow 45A Bassenhally Road Whittlesey	Granted	02/01/1970
TP/4512(#1)	Renew planning permission for a seco prefacbricated bungalow Land abutting Bassenhally Road Whittlesey Cambs	Granted	27/01/1965
TP/4512	Erection of a Seco prefabricated bungalow Land abutting Bassenhally Road Whittlesey Cambs	Granted	18/11/1954
OA/0350	Erection of a prefabricated bungalow Land off 67 Bassenhally Road Whittlesey Cambs	Granted	22/07/1954
TP/2889	Erection of a bungalow Land abutting Bassenhally Road Whittlesey Cambs	Granted	20/11/1951
TP/1352	Erection of greenhouse and pigsty Bassenhally Road Whittlesey Cambs	Granted	08/11/1949

5 CONSULTATIONS

5.1 Town Council:

Recommend refusal on the grounds of over-intensification of the site, lack of amenity space and access concerns. However if FDC decide to approve the application WTC would request that a comprehensive asbestos survey is carried out and submitted prior to any demolition taking place.

5.2 FDC Environmental Health:

No objections in terms of local air quality or the noise climate. As the development involves the demolition of an existing structure the unsuspected contamination condition is required.

5.3 North Level IDB:

No response received at the time of writing this report.

5.4 CCC Highways:

The access road should be 5m wide for the first 10m, sealed and drained away from the highway in a bound material. Vehicle to vehicle visibility splays should be detailed at 2.4m x 43m with no obstruction over 0.6m. Require clarification as to whether No. 43 is within the applicants land control.

5.5 Local Residents/Interested Parties

Objectors

2 letters of objection received (from Bassenhally Road) concerning (in summary):

- The brick pillar at the end of the front wall is their property and is planned to be removed;
- The car port is attached to neighbours external wall;
- Concerns over noise, dust and vibration during construction;
- 45A contains asbestos;
- Concerns over the loss of trees and hedging;
- The site appears to be at the edge of the flood plain;
- Road safety concerns due to increased traffic;
- Will impact on the character of the area and enjoyment of life and well-being;

6 POLICY FRAMEWORK

6.1 National Planning Policy Framework (NPPF)

Paragraph 14: A 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;

6.2 National Planning Policy Guidance (NPPG)

Design

Health and Wellbeing

6.3 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;

LP4: Housing;

LP11: Whittlesey;

LP15: Facilitating the creation of a more sustainable transport network in Fenland;

LP16: Delivering and protecting high quality environments across the District;

7 KEY ISSUES

- **Principle of Development**
- **Layout and Design**
- **Impacts on Residential Amenity**
- **Highway Safety and Access**
- **Health and wellbeing**
- **Economic Growth**
- **Other Considerations**

8 ASSESSMENT

Principle of Development

- 8.1 Policy LP3 identifies Whittlesey as one of the four main Market Towns where the majority of the district's new housing, employment growth, retail growth and wider service provision should take place. The site is located within the main settlement of Whittlesey in a location with established residential development. The location is considered to be sustainable and as such the proposed development is considered to be acceptable in principle and complies with the provisions of Policy LP3 in this regard.

Layout and Design

- 8.2 The proposed layout of the development has been considered in the context of the surrounding area. Whilst it is noted that this represents back land development, consideration has been given to the existing dwelling within the site (45A) as well as the adjacent developments. Immediately adjacent to the site to the east are 2 dwellings which are accessed between 49 and 51 Bassenhally Road and sit in line with the proposed site, and adjacent to the West is a development of 3 bungalows with a further 2 approved totalling 5 accessed from between 31 and 35 Bassenhally Road. As such the proposal respects the existing form and character of this part of Bassenhally Road which is characterised along both sides by numerous back land developments. The proposal therefore complies with Policy LP16 in terms of form and character.
- 8.3 In terms of the layout and design of the dwellings, each dwelling will have an adequate area of private amenity space and parking provision. The dwellings have been designed to result in some variation within the development but also retain their comprehensiveness through the use of certain materials and design features. There are a variety of designs present throughout Bassenhally Road and as such no concerns are raised in relation to the impacts on the visual amenities of the area from the proposed design. The proposal therefore accords with LP16 of the Fenland Local Plan.
- 8.4 In relation to the visual impact of the partial demolition of the existing frontage dwelling, the areas to be lost are a car port and a previous large 2-storey extension. There will be no adverse impacts on the visual amenities of the area through the removal of these elements and it will result in the dwelling being returned to its original scale. This part of the proposal is therefore considered to be acceptable and will not harm the surrounding area. Neither the frontage

dwelling, nor the dwelling within the site itself has any architectural merit that would preclude the proposed demolition.

Impacts on Residential Amenity

- 8.5 Each of the proposed dwellings will have an adequate level of private amenity space, commensurate with the size of the dwellings and the character of the surrounding area. Similarly the existing dwelling, No. 45, will retain ample garden land and will have the provision of a new garage and parking facility to the rear.
- 8.6 The site adjoins a number of existing developments, with 33C Bassenhally Road to the west, 18 Hemmerley Drive to the north and 47A Bassenhally Road to the east. 33C Bassenhally Road is located approximately 2m from the side elevation of the proposed dwelling at Plot 2. The proposed boundary fencing is to be 1.8m high close boarded fencing and the proposed dwelling is to be sited forward of the existing property to minimise overshadowing. As such the proposed dwelling will be largely screened from the existing with only approximately 0.35m of the top part of the window of 33C Bassenhally Road being above the fence line. In terms of 18 Hemmerley Drive, the side elevation is located closest to the site and hosts an en-suite window at first floor.
- 8.7 It is considered therefore, that given the location of the dwellings and the boundary treatments of the site that impacts on neighbouring residential amenity would not be significantly harmful as to warrant a refusal in this instance. The issues in relation to dust and noise raised from neighbouring properties are noted and a construction management plan can be conditioned to mitigate against these issues. As such the proposal is considered to be acceptable in terms of the impacts upon residential amenity.

Highway Safety and Access

- 8.8 The proposed development will be accessed off Bassenhally Road between 43 and 45. The access shown on the plan indicates a width of 4.8m for the length of the shared driveway. The comments from the Highway Team in relation to the width being 5m for the first 10m are noted and this requirement can be achieved. Amended plans are awaited which include this as well as the required visibility splays and upon receipt the LHA will be reconsulted to ensure that the access meets their requirements in highway safety terms.
- 8.9 In terms of the on-site parking and turning, it is noted that the internal dimensions of the proposed garages are 2.9m x 5.6m approximately, which fall short of the requirements of the Local Plan, and as such these cannot be counted towards the parking provisions, however each property can achieve 2 spaces externally and as such the parking requirements have been met. The proposal therefore complies with LP15 in this instance.

Health and wellbeing

- 8.10 Policy LP2 seeks to ensure that development proposals should positively contribute to creating a healthy, safe and equitable living environment by creating sufficient and the right mix of homes and in the right location, building homes which are easy to warm and are safe from flooding and avoiding adverse impacts, amongst other criteria. This development would provide homes which are easy to warm and are safe from flooding and will avoid adverse impacts on the amenities of existing residents, and as such it is considered that the proposal complies with LP2 in this regard.

Economic Growth

- 8.11 This proposal will result in 4 new dwellings for Fenland's Housing stock which will encourage the economic growth of the District in the long-term. Furthermore, the proposal will provide short-term economic benefits through employment opportunities during the construction phase. The proposal therefore complies with Policy LP6 in this regard.

Other Considerations

8.12 RECAP Waste Management

It is noted that the proposed development includes a bin collection point to the site frontage, to the western side of the proposed access, plus a separate collection point for the existing dwelling at No.45 to the eastern side of the access. Whilst it is noted that Plots 1 and 2 will need to pull their bins approximately 47m and Plots 3 and 4 approximately 74m, which falls beyond the good practice guidance of 30m identified in the RECAP guidance, this is not a sufficient issue to justify refusing the scheme alone. Particularly when considered against the number of other similar back land schemes present in the surrounding area which have similar distances and arrangements.

8.13 Contamination and Asbestos

The comments from the Town Council in relation to the potential for asbestos in No. 45A are noted and discussions have taken place with the Environmental Health Team. They advise that a condition should be applied to secure a Demolition Plan prior to the commencement of the demolition and that all demolitions works should take place in accordance with the approved details in order to ensure that the works comply with the Asbestos Regulations.

8.14 Ownership of the Brick Pillar

The comments of the objector in relation to the ownership of the brick pillar are noted and are under consideration. Ownership of property is usually a civil matter between parties however this will be investigated further and an update provided on this matter prior to or during the committee meeting.

9 CONCLUSIONS

- 9.1 The proposal has been considered against the relevant local and national planning policies and is considered to be acceptable in terms of the principle of development, layout, design, impact on residential amenity and the visual amenities of the surrounding area. It is considered that the comments from the LHA can be adequately addressed and as such the proposal is recommended for approval subject to the Highways comments being adequately addressed.

10 RECOMMENDATION

Grant

Subject to the satisfactory resolution of the Highway comments with delegated powers given to the Head of Planning to agree these with the LHA.

Conditions:

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. No works shall commence on site until such time as a Construction Management Plan shall be submitted to an approved in writing by the Local Planning Authority. The Construction Management Plan shall include (but not exclusively), the following:
 - Hours of on-site working;
 - Parking, turning and loading/unloading areas for all construction/contractors vehicles;
 - Site compounds/storage areas;
 - Wheel cleansing facilities capable of cleaning the underside of the chassis and wheels of all vehicles entering and leaving the site during the period of construction;
 - A noise management plan including a scheme for the monitoring of construction noise;
 - A scheme for the control of dust arising from building and site works;
 - Details of remedial measures to be taken if complaints arise during the construction period;

Thereafter the details shall be implemented in accordance with the approved plan.

Reason - In the interests of highway safety and residential amenity in accordance with PolicyLP15 and LP16 of the Fenland Local Plan 2014.

3. 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 in accordance with Policy LP16 of the Fenland Local Plan 2014.

4. 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 in accordance with Policy LP16 of the Fenland Local Plan, 2014.

- 5. Prior to any demolition works commencing on site a Demolition Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include consideration of any asbestos that may be present and details of its removal and disposal. All demolitions works shall then be carried out in strict accordance with the approved plan.**

Reason: In the interests of protecting the health and wellbeing of nearby residents in accordance with Policies LP2 and LP16 of the Fenland Local Plan, 2014.

- 7. Prior to the commencement of use hereby approved the permanent space shown on the plans hereby approved to be reserved on the site to enable vehicles to:**

- 1. enter, turn and leave the site in forward gear;**
- 2. park clear of the public highway;**

shall be levelled, surfaced and drained and thereafter retained for no other purpose in perpetuity.

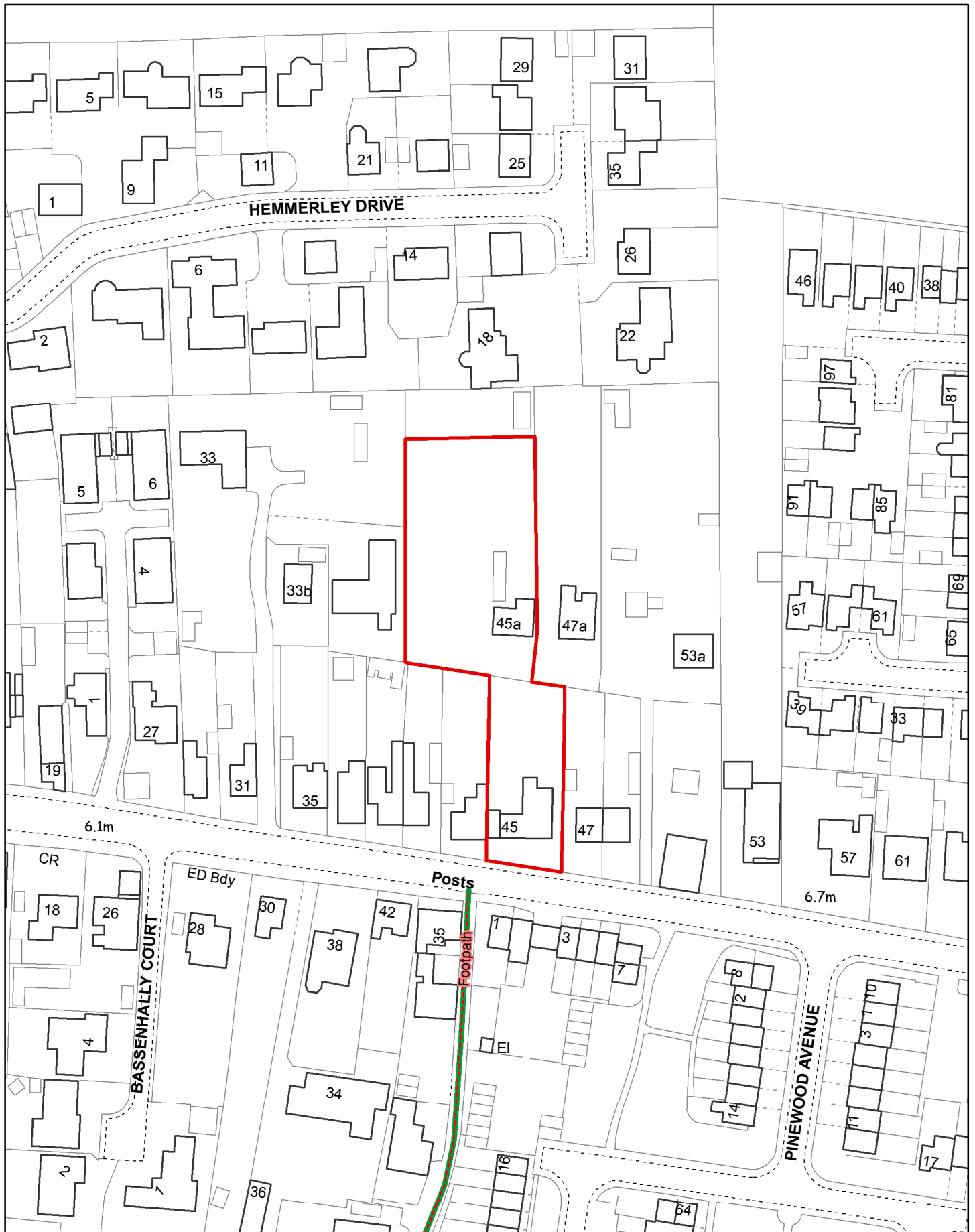
Reason - In the interests of satisfactory development and highway safety in accordance with policy LP15 of the Fenland Local Plan 2014.

- 8. Any other conditions as required by the LHA.**
- 9. Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) (England) Order 2015, (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 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: To prevent overlooking of neighbouring properties, in the

interest of the protection of residential amenity and in order to control future development and to prevent the site becoming overdeveloped in accordance with Policy LP16 of the Fenland Local Plan, 2014.

10. Approved Plans



Created on: 25/05/2016

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Scale = 1:1,250

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- CROSSOVER ACCESS FROM HIGHWAY TO PRIVATE ROAD**
- DROPPED KERB ACCESS WITH 25mm UPSTAND.
 - TRANSITION KERBS TO BOTH SIDES OF ACCESS.
 - ACTUAL WIDTH TO BE ROUNDED UP TO WHOLE NUMBER OF KERBS. (Access width + Min. 2.7m)
 - 2.0m x 2.0m PEDESTRIAN VISIBILITY SPLAYS TO BOTH SIDES OF THE ACCESS. WITH NOTHING WITHIN THOSE SPLAYS HIGHER THAN 0.6 METRES ABOVE THE LEVEL OF THE ADJACENT FOOTWAY.
 - VEHICULAR VISIBILITY SPLAYS TO BOTH SIDES OF ACCESS AS SHOWN. WITH NOTHING WITHIN THOSE SPLAYS HIGHER THAN 0.6 METRES ABOVE THE LEVEL OF THE CARRIAGEWAY.

- PERMEABLE BLOCK PAVING/ASPHALT ACCESS ROAD & CAR PARKING AREAS
- PERMEABLE BLOCK PAVING DRIVEWAYS
- CONCRETE PAVING SLAB
- SOFT LANDSCAPING
- PRIVATE GARDEN- GRASS
- GRAVEL
- GATE
- 1200mm high close-boarded fence
- 1800mm high close-boarded fence
- 240 LITRE WHEELIE BIN (Refuse, Recycling, Garden)

