

F/YR17/0139/F

Applicant: Mr David Mason

**Agent : Mr Edward Brand
Brand Associates**

346 - 348 Creek Road, March, Cambridgeshire,

Erection of 1no 2-storey 3-bed dwelling and 2no 1-storey 3-bed dwellings

Reason for Committee: The Town Council supports the application contrary to officer recommendation.

1 EXECUTIVE SUMMARY

This application seeks full planning permission for a two-storey house and two semi-detached bungalows to the rear. Whilst the principle of development on the site is acceptable it is considered that the backland or tandem form of development is out of character to the area. Also the development is considered unduly cramped due to the cramped nature of parking provision, the inadequate quantity of private amenity space and insufficient separation between Plots 1 and 2. Therefore the development as proposed is considered contrary to Policies LP2, LP16(d, e and h) of the Fenland Local Plan due to being out of character in the area, and it resulting in adverse impact on the amenity of future occupiers and neighbours.

2 SITE DESCRIPTION

- 2.1 This application relates to land containing two bungalows located on the western side of Creek Road near the junction with Estover Road on the suburban edge of March. The existing bungalows have their roof tiles removed but no further demolition works have taken place. The rear gardens are now very overgrown.
- 2.2 The street has a mix of housing including bungalows and two storey housing that fronts Creek Road. Development to the south situated to the rears of properties on Creek Road, is a more comprehensive form of development accessed off Marsh Close.
- 2.3 The site is with flood risk zone 1 an area considered to be at the lowest risk of flooding.

3 PROPOSAL

- 3.1 The application is for the erection of a two-storey detached house that would front Creek Road with a shared vehicular access to the side serving two large semi-detached bungalows to the rear. The access is 5 metres wide by 10 metres from the highway narrowing to 4 metres within the site.
- 3.2 The 3 bedroom detached house has two parking spaces located at the back of footway perpendicular to the front boundary with a small front garden at the side and a small rear garden abutting two parking spaces serving bungalow 2 to the rear. The rear façade of the detached house would be separated by 12 metres to

the front bay window serving a bedroom of bungalow No 2. Bungalow No 3 also has two parking spaces and a small rear garden.

3.3 The 3 bedroom bungalows have a main pitched roof to a ridge height of 6.6 metres.

3.4 Full plans and associated documents for this application can be found at:

<https://www.fenland.gov.uk/publicaccess/applicationDetails.do?activeTab=documents&keyVal=OLO5MVHE0D800>

4 SITE PLANNING HISTORY

F/YR16/1031/DE1	Demolition of 2 x existing dwellings	Further details Not required	09/12/2016
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5 CONSULTATIONS

5.1 **March Town Council** supports the application.

5.2 **CCC Highways** consider the application requires 2.4m x 43m visibility splays with no obstruction over 0.6m within the splay. If unachievable, speed survey data would be required to demonstrate safe visibility exists. It is noted that the pedestrian visibility on the southern side of the access is affected if a vehicle is parked within this space. This will need amending to show a workable solution. The shared access should be 5m wide for the first 10m from the back edge of the existing footway. The turning area should be detailed as a shared turning area for clarity and its provision and retention should be conditioned.

5.3 **Environmental Health Officer** has no objection but requests a condition be attached regarding unsuspected contamination.

5.4 **Objectors** no objections received.

6 STATUTORY DUTY

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires a planning application to be determined in accordance with the Development Plan unless material planning considerations indicate otherwise. The Development Plan for the purposes of this application comprises the adopted Fenland Local Plan (2014).

7 POLICY FRAMEWORK

7.1 National Planning Policy Framework (NPPF)

Paragraph 14 Presumption in favour of sustainable development unless adverse impacts outweigh benefits.

Paragraph 49 Consider relevant policies for the supply of housing unless local planning authority cannot demonstrate a five-year supply.

Paragraph 56 requires good design

Paragraph 64 Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area.

7.2 National Planning Practice Guidance (NPPG)

7.3 Fenland Local Plan 2014 LP1,LP2, LP3, LP4, LP14, LP15, LP16.

8 KEY ISSUES

- **Principle of Development**
- **Impact on the character of the area.**
- **Health and wellbeing**
- **Private amenity space**
- **Highway safety**
- **Flood Risk**
- **Design.**

9 ASSESSMENT

9.1 Principle of Development

The application is in March a Market Town in Policy LP3 which considers Market Towns appropriate to accommodate most of Fenland's growth. The site is within the built settlement of March and the development replaces two bungalows. As such the sustainability and principle of the development could be acceptable subject to compliance with other relevant planning policies.

9.2 Impact on the character of the area.

The proposal is a backland or tandem development accessed from a narrow access at the side of the proposed two-storey house. This part of Creek Road is predominantly housing which fronts the highway. There are some pockets of development to the rear off Creek Road but these have a highway or more comprehensive form of private drive access. Therefore the development which would result in more piecemeal forms of housing, is likely to appear out of character with the immediate neighbourhood. Added to this is the concern regarding a somewhat cramped form of layout. The proposal includes the following:

- Inadequate car parking layout
- Minimal private garden space particularly house (plot1) and bungalow (plot 3);
- Minimal separation 12 metres between plot 1 and plot 2 bungalow with properties being tightly packed into the space available.

This proposal is therefore considered to be unduly cramped.

9.3 Whist the LPA do not have adopted car parking space standards, best practice for residential parking spaces, as reflected in the adopted internal garage sizes (3 m x 7 m), requires a minimum width of 2.7 m in width but when spaces are constrained by abutting walls or fences on both side the space should be 2.9 m to enable reasonable access/exiting of vehicles. The 2.5 m wide spaces shown are not acceptable in this particular development layout.

9.4 The proposed parking spaces will also result in vehicles parked abutting the windows of all three dwellings resulting in reduced outlook for residents within the proposed properties.

9.5 The parking to the front will have severely restricted access and egress. The parking space abutting the back of footway will result in an obstruction to the

visibility of the access itself. Overall the parking layout is considered unduly cramped and unworkable, and is likely to lead to harm to amenity of future occupiers and neighbours.

9.5 The area has a wide variety of forms of housing and there some of which have little side to side gaps between houses. However the houses retain relatively large private amenity space and predominantly do not have houses located immediately to the rear (other than the original housing).

9.6 Due to the cumulative impact of these concerns it is considered that this backland and cramped form of development will detrimentally impact on the character of this part of Creek Road contrary to Policy LP16(d).

9.7 **Health and wellbeing**

LP2 refers seeks to positively contribute to a healthy living environment by amongst other things, high levels of residential amenity and to avoid adverse impacts. Policy LP16(e) seeks the avoidance of adverse impacts on the amenity of neighbouring users which includes loss of privacy. In this instance the rear façade of the two-storey house includes first floor bedroom windows approximately 12 metres from the bay bedroom window of the nearest bungalow. Although the Council has no adopted separation standards, it is recognised that best practice separation of main facades to safeguard against unacceptable overlooking to be 20 metres. Therefore 12metres between the rear of a two-storey house and its immediate neighbour at the rear, is considered to be inadequate to safeguard adequate separation and avoid unacceptable levels of privacy.

9.8 **Private amenity space**

Policy LP16(h) seeks to provide sufficient private amenity space suitable to the type and amount of development proposed. All three properties would have three bedrooms. However the two-storey house has approximately 72m² of rear private amenity space being only 6.6metres deep (the front is small in nature and has limited value as private space). The bungalow (No 3) has only approximately 66m² of private amenity space 8metres deep at its deepest point 5.2m at its shortest. This space is considered to be inadequate for properties of this scale and as such is contrary to policy LP16(h).

9.9 **Highway safety**

The Highway Authority does not object but highlights concerns regarding visibility. Properties either side of the proposed access have open plan front gardens/car parking areas which assist with proposed visibility to the access. However it is noted these are not within the applicant's control. At this point Creek Road is almost straight in highway alignment providing reasonable visibility on approaching the proposed access. Officers on visiting the site at an off-peak time when vehicles could travel at higher speeds than a more congested period, traffic speeds did not appear excessive. However the layout does indicate a car parking space would result in vehicles obscuring pedestrian to vehicle visibility. Whilst this could be moved away from the access into the front garden area there would be no way to ensure parking always took place outside the visibility splay. Whilst this is unlikely to result in severe harm to the safe use of the highway network, this further demonstrates the cramped nature of the development.

9.10 **Flood Risk**

The site is located in flood zone 1 and as such is considered to pass the sequential test. The application therefore accords with Policy LP14

9.11 Design

The proposed house at the front is considered to be visually acceptable in terms of its impact on the street scene. If the two bungalows were to be located at the front of the site it is likely that the design would be considered to be acceptable.

However due to the unacceptable backland form of development the proposal is considered to be poor in overall design layout.

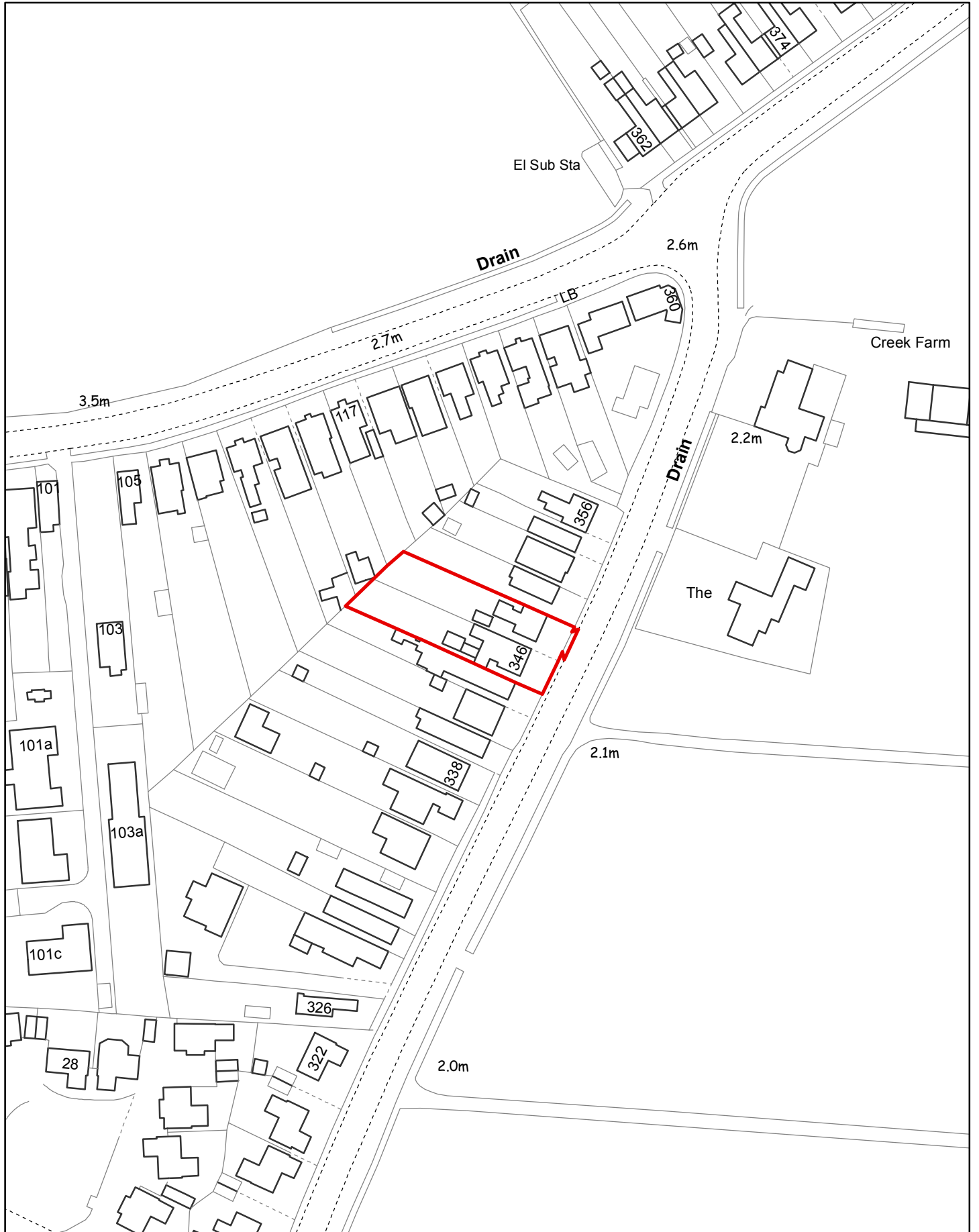
10 CONCLUSION

Whilst development of the site may be welcomed in principle the proposal is considered to be unacceptable representing a backland or tandem form of layout contrary to the prevailing character of the area contrary to Policy LP16(d). It is also an unduly cramped form of development considered out of keeping with the area with inadequate separation between properties, cramped parking spaces the use of which would obscure visibility splays, and there is inadequate private amenity space for future residents. The proposal is therefore contrary to policies LP2, LP16 (d, e, and h).

11 RECOMMENDATION

Refuse

- 1 **Policy LP16 (d) requires all new development to make a positive contribution to the local distinctiveness and character of the area and responds to and improves the character of the built environment. The proposed bungalows would be located in a backland detached position unrelated to properties fronting development on Creek Road. The development is also considered unduly cramped resulting in poor rear amenity space for (Plot 1 and 3), and poor relationship of the front aspect of plot 2 with the rear aspect of proposed house (Plot 1) and the cramped form of car parking. The proposal is therefore considered out of character with the predominant built form in this part of Creek Road. As such, the proposal is contrary to criteria (d) of Policy LP16 of the Fenland Local Plan 2014 failing to make a positive contribution to the local distinctiveness and character of the area and to improve the character of the built environment.**
- 2 **The development is also considered to result in a poor relationship of the front aspect of plot 2 having only approximately 12 metres window to window separation with the rear aspect of proposed house (Plot 1) which is two-storey. This will result in unacceptable overlooking of the bungalow from the first floor rear aspect of Plot 1. The proposal therefore is considered contrary to Policies LP2 and LP16(e) in that it will adversely impact on the amenity of future occupiers of proposed Plot 2 due to overlooking and resulting loss of privacy.**
- 3 **The development is also considered unduly cramped resulting in inadequate rear amenity space for Plot 1 and proposed bungalow Plot 3 and is insufficient to serve large 3 bedroom dwellings. Therefore the proposal is contrary to Policy LP16(h) of the Fenland Local Plan (2014) which seeks to provide sufficient private amenity space suitable to the type and amount of development proposed.**



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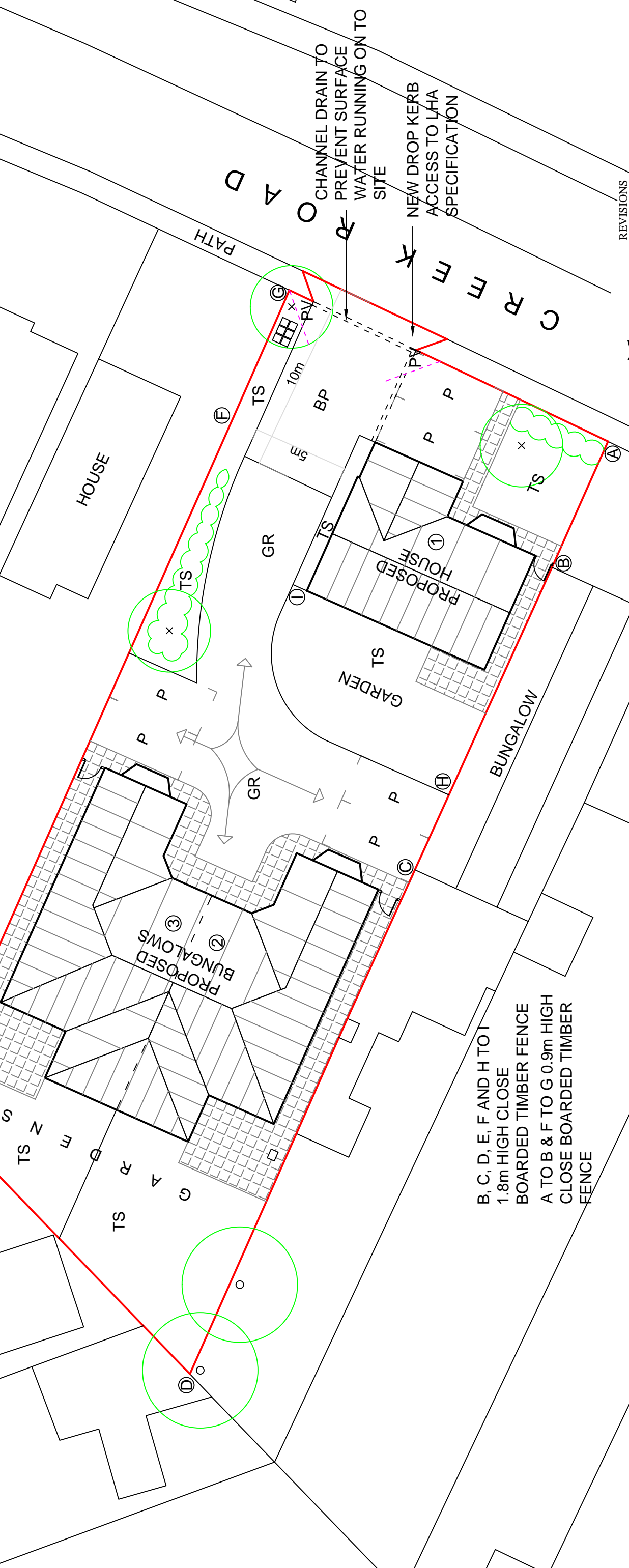
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KEY -

- G = Garage parking min 3m x 7m internal
- P = Parking spaces min 2.5m x 5m
- BP = Block paving
- GR = Gravel with edging
- TS = Top soil/Garden planting/Grass
- [Cloud symbol] = Proposed hedge
- [Circle with dot] = Existing trees
- [Circle with x] = Proposed trees
- [Square] = Bin collection point



B, C, D, E, F AND H TO I
1.8m HIGH CLOSE
BOARDED TIMBER FENCE
A TO B & F TO G 0.9m HIGH
CLOSE BOARDED TIMBER
FENCE



REVISIONS

PROPOSED NEW DWELLINGS
346 & 348 CREEK ROAD
MARCH
PE15 8SD
DAVID MASON
PROPOSED SITE PLAN &
LANDSCAPING
1:200 : NEM : NOV.16
MAS.16 : 1 :

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