

APPLICATION NO: F/YR16/1137/O

DESCRIPTION: Erection of 3 dwellings (max) involving demolition of existing dwelling (Outline application with all matters reserved)

SITE LOCATION: 48 Station Road, Manea, Cambridgeshire

**UPDATE**

The reason for refusal as set out on page 56 is proposed to be amended as follows:

*Due to the restricted width of the site compared to its ample depth, the development of three dwellings will, in all probability (and as shown on the submitted layout drawing) result in a tandem form of development unrelated to the existing road frontage development along Station Road and would appear incongruous when viewed in the context of the existing built form. As such the proposed development would be harmful to the character and appearance of the area contrary to criteria (d) of Policy LP16 and to criteria (d) of Policy LP12 Part A of the Fenland Local Plan 2014 which state that development will only be permitted which would make a positive contribution to the local distinctiveness and character of the area, responds to and improves the character of the built environment and is of a scale and in a location that is in keeping with the core shape and form of the settlement.*

The agent/applicant has also provided a handout for Members which is attached to this update for information. The agent/applicant has provided responses in relation to examples of other in-depth development in the locality using a map that identifies these and also with regard to restricting the development to single-storey which are referred to in the officer's report to Planning Committee.

Whilst it is considered that these matters have been addressed in the officer's report to Planning Committee, the map does not show the full extent of Station Road, particularly the area north of the site where the continuation of road frontage development is most prominent. Officers have acknowledged that further south of the site that in-depth development occurs; this is because those sites are closer to the core centre of the village where more dense development is expected. The application site is located within a continuous built up road frontage and officers consider that development on this site would result in a material change and adverse impact on the character and appearance of the area.

In relation to the comments restricting the development to single-storey, officers suggested that the potential for overlooking could be addressed by the imposition of a planning condition restricting the development to single-storey. Whilst the residential development along Station Road is generally mixed in terms of bungalows and two-storey development, on the application site side of the road, the majority are bungalows and if any in-depth development was accepted on the site the most appropriate form of development would be single-storey in order to reduce its visual impact on the character and appearance of the area.

**Resolution:** Remains as refusal (including the revised wording as above) as detailed at Agenda Item 8, page 55.

# PAPER FOR PLANNING COMMITTEE

April 2017

OUTLINE  
PLANNING  
APPLICATION  
FOR THREE  
DWELLINGS  
  
48 STATION  
ROAD MANEA.

## Committee Paper

48 STATION ROAD MANEA-  
OUTLINE PERMISSION SOUGHT  
FOR 3 DETACHED DWELLINGS.

### **Officers recommendation is for refusal.**

The one reason on which they base their recommendation is the impact the proposed development would have on the character and appearance of the area.

Officers consider that the area is characterised by ribbon development and believe that there are no examples of in-depth residential development, being properties behind properties.

Officers have been referred to examples of in-depth development in the vicinity of the application site, namely Keswick Station Road (F/YR15/0958/O) where in 2016 4 two-storey dwellings were permitted in the garden of an existing bungalow, Officers disregarded this example as being a significant distance from the application site and closer to the core or Manea where in-depth and dense development occurs.

Officers conclude that the proposals would not be in keeping with the core shape and form of the settlement as required by the criteria of Policy LP12.

### **Our response:**

In our opinion, the permitted development at Keswick referred to above represents a clear precedent for non-ribbon development in this part of Station Road. The permitted development at Keswick is highly comparable to the proposals at 48 Station Road, in that they have a strong resemblance in location, appearance and character and setting, being in very close proximity to each other, only some 88 meters.

Officers when considering the application at Keswick referred to examples of in-depth development nearby, naming Poppy Fields Avenue and No.31a Station Road. Officers therefore acknowledged that in-depth development does characterise the immediate area. Furthermore, the immediately area is also characterised by very large outbuildings and workshops behind properties.

Manea is identified as a Growth Village which can include a small village extension. Nowhere in Local Plan Policy does it say that development in Growth Village's should be ribbon. In fact, the policy suggests the development should make the most use of previously developed land. Furthermore, if the Council had only limited development in Manea to ribbon development then developments on Station Road such as Poppy Fields Avenue, Charlemont Drive, Holly Close, land rear of 34 Station Road and land to the rear of Keswick would not have been permitted.

**Please refer to attached plan which shows the location of in-depth development near the application site.**

### **Restricting development to Single-storey.**

Although Officers do not consider this a reason of refusal they believe that if development were accepted that single-storey would be the most appropriate form of development, not just by reason of residential amenity but also for character and appearance reasons.

### **Our response:**

Despite this application being Outline with ALL matters reserved, the potential for overlooking can be avoided by restricting positioning and type of windows in on specific elevations. There are other forms of protection than be used rather than limiting development to single-storey.

It is the case that the immediate area is characterised by a complete mix of single and double storey dwellings. Double-storey dwellings adjoin the site and sit opposite the site, as can be seen on the **attached aerial plan**.

Examples of in-depth development in close proximity to the site.

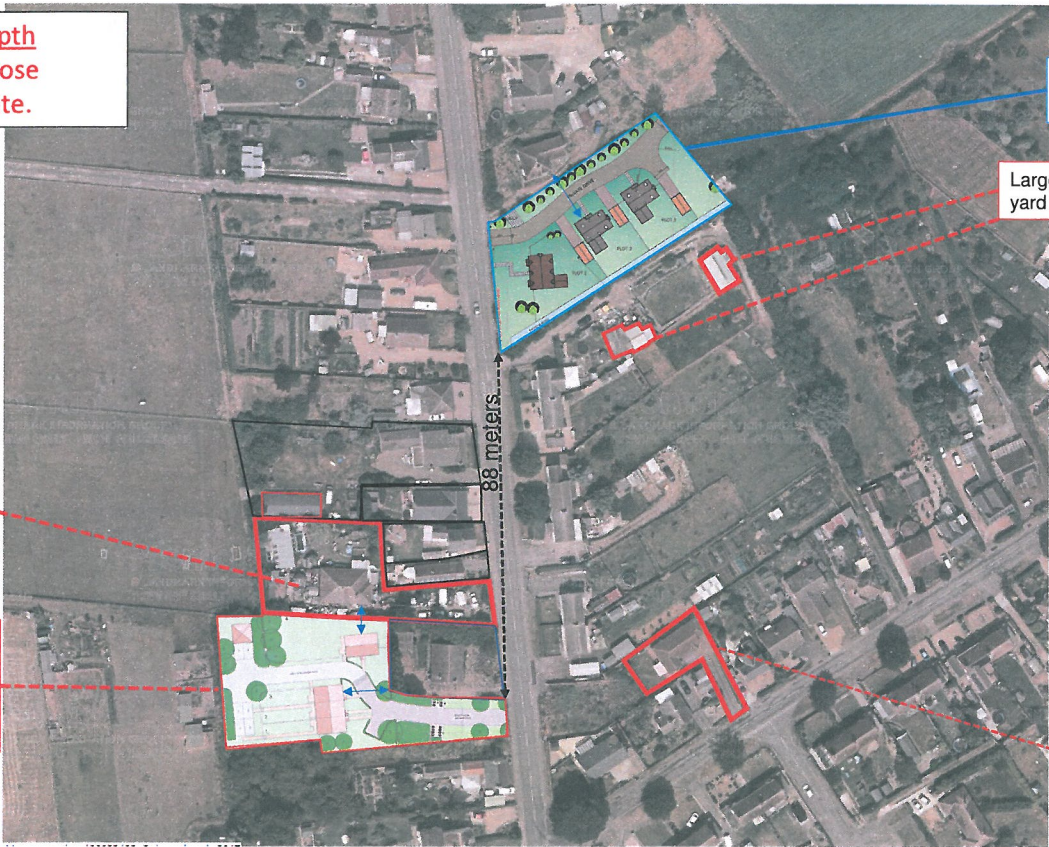
The Site -48 Station Road

Large workshop/building yard

Dwelling built to the rear of frontage dwellings -31a Station Road

Permission granted in 2016 for 4 x 2-storey dwellings within the rear garden of an existing bungalow Keswick.

Dwelling built to the rear of frontage dwellings



Location of  
Two-storey dwellings

