

F/YR18/0263/O

Applicant: Mrs C M Larham

Agent :

Land North Of, 16A - 22 High Street, Manea, Cambridgeshire

Erection of up to 7no dwellings (outline application with all matters reserved)

Reason for committee: Recommendation contrary to Parish comments

1 EXECUTIVE SUMMARY

The application proposes the residential development of up to 7 dwellings on the site in outline, with all matters reserved.

An earlier application made under the previous development plan was approved in 2006, but has since lapsed. The application site at that time formed part of a larger allocation for residential development, part of which has since been granted and constructed.

The access point indicated in the application is on the site of a current access to a horticultural business, and is shared with two existing residential dwellings fronting High Street.

The proposed use of the site for residential development is acceptable, however the use of the proposed access at the scale indicated would result in harm to the amenity of the neighbouring properties and the surrounding area, whilst representing a danger to pedestrian users moving bins for collection.

2 SITE DESCRIPTION

The application site is located to the rear of the existing buildings located along Manea High Street, and is currently home to the Manea School of Gardening, a use similar in nature to the operation of a plant nursery in terms of its appearance and the structures present on the site.

Car parking is currently provided at the southern end of the site, adjacent to the rear elevation of the café to the south alongside the shared access to the rear of the properties along High Street. To the east is a residential development known as Carpenter's Close, which is a development of three single-storey dwellings access via a private drive. The southernmost 2 properties on Carpenter's Close are orientated such that their rear gardens face the site, separated by a typical 1.8 metre close boarded fence at a depth of approximately 7 metres.

The land to the north of the site is partially within the applicant's ownership, and is in residential use, whilst to the west is open ground currently advertised for sale as a residential development site. The application site is separated from this land by an existing hedgerow/tree belt.

3 PROPOSAL

The application is an outline proposal for the construction of up to 7 dwellings, for which all matters are reserved. Notwithstanding this, the application site only incorporates a single point of contact with a road that could provide access, adjacent to 16a High Street. Indicative plans submitted show an access along the east side of the site, with 4 dwellings accessed directly, with a secondary driveway passing between the second and third dwellings leading to the remaining three proposed properties.

Full plans and associated documents for this application can be found at:
<https://www.fenland.gov.uk/publicaccess/simpleSearchResults.do?action=firstPage>

4 SITE PLANNING HISTORY

F/YR06/1276/F	Erection of 40 dwellings comprising; 12x1-bed flats, 6x2-bed terraced houses, 7x 3-bed terraced houses and 5x 3-bed 2 and a half-storey terraced houses with associated parking and involving demolition of 16a High Street	Withdrawn
F/YR05/1399/O	Residential Development (0.39 Ha – 6 dwellings)	Granted
F/YR05/0588/O	Residential Development (0.39 Ha – 6 dwellings)	Withdrawn

5 CONSULTATIONS

Parish Council

Development supported in principle, but would like to see a mix of house types including smaller, more affordable dwellings.

Cambridgeshire County Council Highways Authority

The proposal is not suitable for adoption and indicates more than 5 dwellings to be served from a private drive. Conditions requested should the application be recommended for approval.

Environmental Health

Condition may be required regarding contamination depending on the previous use of the site.

Local Residents/Interested Parties

1 representation has been received in relation to the proposal, concerning the potential for overlooking of neighbouring properties but stating they have no objection to the principle to the proposal.

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

National Planning Policy Framework (NPPF)

Paragraph 2: Applications must be determined in accordance with the development plan unless other material considerations indicate otherwise

Paragraph 14: Presumption in favour of sustainable development.

Paragraph 17: Seek to ensure high quality design and a good standard of amenity for all existing and future occupants, and encourage the effective use of land

Paragraph 49: Housing to be considered in the context of presumption in favour of sustainable development

National Planning Practice Guidance (NPPG)

Determining a planning application

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

LP12 – Rural Areas Development Policy

LP15 – Facilitating the Creation of a More Sustainable Transport Network in Fenland

LP16 – Delivering and Protecting High Quality Environments across the District

a. Delivering and Protecting High Quality Environments in Fenland Supplementary Planning Document 2014

DM4 – Waste and Recycling Facilities

8 KEY ISSUES

- Principle of Development
- Character and Amenity
- Highways and infrastructure

9 BACKGROUND

The application site was formerly included as part of a larger site allocated for development in the Fenland District Wide Local Plan adopted in 1993.

Development of the majority of this site has taken place, but the application site and the land to the west were omitted from the previous approval.

Consent was granted in outline for the development of a part of the current site for 6 dwellings in 2006 on the basis that the site formed part of that allocation, however that permission has since expired and the application site is no longer allocated for development in the current development plan. On that basis, the previously approved application does not carry material weight in terms of the

principle of development on the site, nor does it represent a valid fall-back position that would need to be taken into consideration.

10 ASSESSMENT

Principle of Development

Manea is identified as a growth village within policy LP3 of the Fenland Local Plan (2014) and as such is a settlement where the principle of development within the existing urban area will be appropriate. The application site is located within flood zone 1, the area of least probability of flooding and therefore there is no impediment to the principle of development on the grounds of flood risk.

Character and Amenity

Manea itself is historically a linear village, with the spine of the settlement formed by Station Road/High Street/West Field Road. It is then further characterised by later developments clustered around a combination of adopted roads and private drives that are accessed from this central spine road, each generally serving a modest number of properties. This proposal would broadly conform to that pattern by providing access directly to High Street, however the scale of the site is such that the private access, over which numbers 18 and 22 High Street also have right of way, would then serve 9 properties, considerably in excess of the 5 dwellings that is the recommended limit for a private driveway.

The proposed access point is located immediately adjacent to the neighbouring dwelling at 16 High Street, and although the existing business is accessed at this point with a reduction in the number of parking spaces provided proposed as part of the development, the nature of the proposed use is such that there is likely to be an increase in vehicular movements and a distinct alteration to the nature of those movements as a result of the scheme with an associated detrimental impact on neighbouring residential amenity. It should also be noted that whilst not committed for approval at this stage, the indicative layout plan shows the vehicular access extending along the eastern boundary of the site, in close proximity to the boundaries of the neighbouring properties along Carpenter's Close, and that such an arrangement would be likely to result in a detrimental impact on amenity to these properties should the layout not be adapted to account for this issue.

Policy LP12 of the Fenland Local Plan identifies that for development to be supported, it can be served by sustainable infrastructure provision, including highways.

Policy LP16 requires adequate, well designed facilities for the storage and collection of waste, as well as the protection of neighbouring amenity from issues such as noise, light pollution and loss of privacy. In this regard, the majority of the site would be in excess of the RECAP guidelines regarding distances along which bins must be moved to a collection point adjacent to an adopted highway, and as noted earlier, the access in this location is not adoptable. Policy DM4 of the Delivering and Protecting High Quality Environments in Fenland Supplementary Planning Document 2014 expands further upon this policy, noting that storage areas need to have sufficient space for the necessary waste and recycling containers, and should be located conveniently with easy access to users, whilst they should also be accessible by refuse collection vehicles unless it can be demonstrated that this is not feasible, in which case arrangements need to be in place for bins to be moved to a collection point. The scheme does not make an allowance for a collection point, and refuse

collection vehicles will not enter private drives to collect bins and therefore the proposal fails to accord with the requirements of policies LP16 (f) and DM4.

In consideration of the proposed use of the site for residential development, it is reasonable to conclude that an appropriately designed scheme could be accommodated on the site without adverse impact on the character or amenity of the area in respect of the street scene and neighbouring residential amenity. Considering the access to the site in the location indicated however, which is the only possible access point on the basis of the identified application site, the access would result in a detrimental impact in particular to the amenities of the immediately adjacent sites.

Highways and infrastructure

The application proposal uses an existing access point onto High Street, Manea, and the Highways Authority have indicated that on this basis, they would not object to the scheme as a matter of principle. However, their comments also indicate that the access is not of an adoptable standard in this location, and therefore consideration of the impact must be made on the basis of the provision of private access to the dwellings along the route indicated. Given that the proposal is for the construction of 7 dwellings, and two additional properties already have the right of way over this land to access their own land, the proposal would result in 9 dwellings gaining access from this single point.

The access is constrained where it passes 16a High Street, which is in use commercially as a café building. At this point, its practical width is in the order of 3.5 metres, imposing a limit therefore on the ability of cars to pass each other at this point of the access. The width of the access at this point is maintained from this location to the junction with the highway due to ownership of the adjacent premises (café) and its use of the forecourt for accommodating patrons. In practical terms therefore, the access width is limited to approximately 3.5 metres for a distance of approximately 17 metres from the point of its junction with the road to the rear of 16a High Street, when the land ownership would allow the access width to increase. At this point however, the shape of the site due to neighbouring boundaries requires the proposed access to kink to the west, which would exacerbate the issues caused by its narrow width.

Furthermore as noted earlier, the requirement for waste collection is such that a collection point must be provided adjacent to a publicly adopted highway. Given the particular circumstances of this site and the proposal, this would require waste bins to be moved to a collection point along this private access, with no separation between vehicles and pedestrians using the access to do so. This would be further exacerbated when bins are left out for collection, as there is no land included within the application for a collection point, and bins left for collection would therefore result in a further reduction of the practical width of the access whilst increasing the detrimental impact on amenity of the area associated with the scheme.

Given this combination of factors, it is considered that it is not appropriate in this instance to support the level of use proposed for the access point in this location.

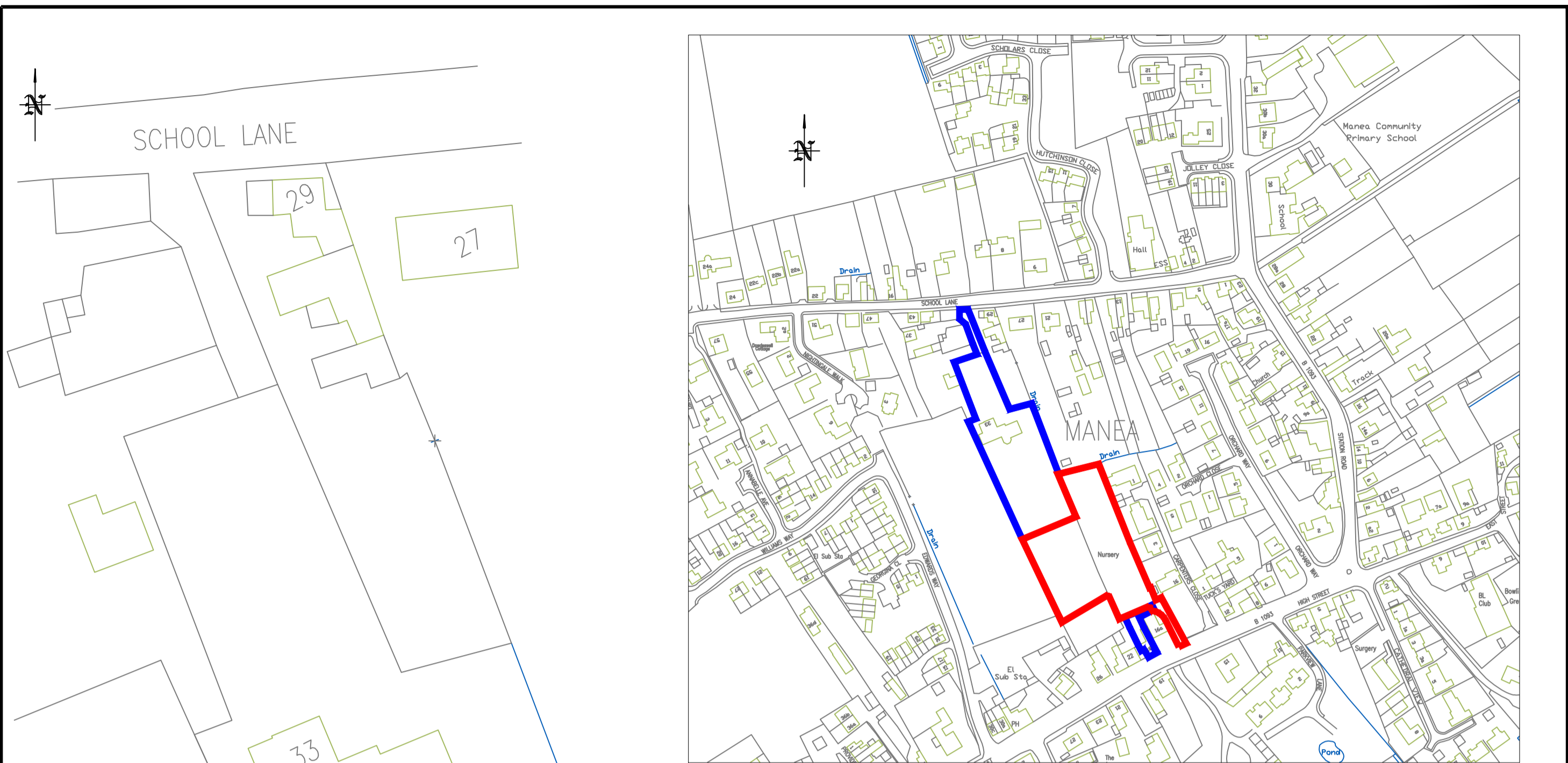
11 CONCLUSIONS

The principle of the development of the application site for residential purposes is in accordance with the relevant policies of the Fenland Local Plan (2014). The limitation of the application site however, not incorporating the land to the west that was also formerly part of the residential allocation under the previous development plan, along with the proposed use of the existing access point to gain entry to the site results in the proposal having a detrimental impact on its surroundings, contrary to policies LP12 and LP16.

12 RECOMMENDATION

REFUSAL for the following reasons.

1. The use of the access to the application site alongside numbers 16 and 16a High Street, currently shared with numbers 18 and 22 High Street, for the residential purposes proposed at the level indicated by the application would have a detrimental impact on the amenity of the neighbouring dwellings to the east of the application site contrary to the provisions of policies LP12, LP15 and LP16 of the Fenland local Plan (2014) and DM4 of the Delivering and Protecting High Quality Environments in Fenland Supplementary Planning Document (2014). This impact would be exacerbated by the need to use this access as the route for moving domestic waste bins from the site to the nearest point for collection (High Street), resulting in a danger to pedestrians from vehicles using the access.
2. The proposed access into the site is narrow and requires pedestrians to share the route with vehicles. There is no scope within the application site to widen this route or to provide an alternative route for pedestrians and therefore the proposal is contrary to policy LP15 of the Fenland Local Plan (2014), which requires development proposals to demonstrate that they can provide a well-designed, safe and convenient access for all.



LOCATION PLAN
SCALE 1:2500



SITE PLAN
SCALE 1:500

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LAND NORTH OF 16A - 22 HIGH STREET, MANEA

PROPOSED LAYOUT (INDICATIVE)

DRAWN: MLW DATE: 26/01/2018

DATE OF REV. REV.1. 10/03/2018

A2

DRAWING No. 1 REV.1

DO NOT SCALE

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