

**Applicant: Mr M Cooper
James Development Co Ltd**

Agent :

20 Deerfield Road, March, Cambridgeshire, PE15 9AH

Erection of 4 x 2-storey 1-bed dwellings involving the demolition of existing dwelling and outbuildings

Reason for Committee: Recommendation contrary to Town Council comments

1. EXECUTIVE SUMMARY

The application is for the replacement of a single-storey dwelling with a two-storey quad house (comprising 4 dwellings) with off-street parking and separate amenity space, and is made following a previous refusal for such a scheme on the site in March of 2018. The scheme makes amendments to the position of the building on the site and its parking and amenity space provision. No intervening discussions have taken place with the Local Planning Authority, despite previous correspondence with the applicant indicating that a 2-dwelling scheme on the site may receive a positive recommendation.

An appeal has been received by the Planning Inspectorate in relation to the previously refused scheme, however it is currently awaiting a start date.

The proposed units are located on the site so as to mimic the existing frontage displayed by the existing properties, with parking to the rear.

The vehicular access to the site proposes parking provision to the rear of the building but the angled access would result in a detrimental impact on highway safety from the scheme, and result in adverse impacts on neighbouring amenity.

The layout proposed would result in detrimental impacts on neighbouring privacy from overlooking of currently private rear gardens and poor amenity standards for the residents.

2. SITE DESCRIPTION

- 2.1. The application site is currently host to one single-storey dwelling and the amenity land within its curtilage. The existing property is dilapidated, and unsympathetic to its surroundings, with a prefabricated type construction.
- 2.2. To the south west, the site adjoins a pair of traditional semi-detached dwellings, two storey in height and of brick construction with their main access to the side elevation, one of which therefore faces the site. These properties benefit from a series of traditionally designed outbuildings extending from the main part of the property to the North West, first at two-storey height and then single storey further to the north. To the north east lies another traditional pair of semi-detached dwellings, although this pair has been significantly extended, in particular through the addition of a south east facing entrance porch to the

elevation facing the application site. Between this property and the application site lies Britannia View, a private driveway granting access to a back land development site and serving several dwellings. Immediately to the north west of the site is a further back land development (Ashbeach Road) with a single-storey dwelling and its garden located immediately to the rear of the application site.

3. PROPOSAL

- 3.1. The proposal is for the demolition of the existing dwelling and its replacement with a two-storey quad house style development (a single building containing four dwellings, each making up one quarter of its layout), incorporating off-street parking to the rear of the property. Individual garden areas for two of the dwellings are located to the north of the new building on the eastern boundary of the site adjacent to Britannia View, whilst the remaining two dwellings have individual amenity areas allocated to the front of the site adjacent to the road. Cycle provision and bin storage would be incorporated into the development, with the rear gardens enclosed by 1.8 metre high close board fencing, and front gardens with 1 metre close board fencing.
- 3.2. The properties would be constructed from stock brick with a pantile roof and block paving for the parking area.
- 3.3. 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/YR18/0070/F	Erection of 4 x 2-storey 1-bed dwellings involving the demolition of existing dwelling and outbuildings	Refused 29.3.18 Appeal received
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5. CONSULTATIONS

March Town Council
Recommend approval

FDC Environmental Health

No objections. Any asbestos on the site should be removed by an appropriately licensed contractor, and recommend condition regarding unsuspected contamination.

Cambridgeshire County Council Highways Authority

Access should be aligned perpendicular to Deerfield Road and sealed and drained for a minimum distance of 10 metres away from the highway.

Access proposed will create difficulties, and preferred solution would be for access off Britannia View. If that can't be achieved, the plot configuration should be amended to be less contrived with appropriate visibility splays.

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

Para 2: NPPF is a material consideration

Para 8: 3 strands of sustainability

Para 11: Presumption in favour of sustainable development

Para 130: Permission should be refused for development of poor design that fails to take opportunities for improving the character and quality of an area.

7.2 National Planning Practice Guidance (NPPG)

Determining a planning application

7.3 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

LP9 – March

LP16 – Delivering and Protecting High Quality Environments across the District

7.4 March Neighbourhood Plan 2017

H2 – Windfall Development

8. KEY ISSUES

- Principle of Development
- Access and Highway Safety
- Amenity impact
- Visual Impact and character

9. BACKGROUND

9.1 The application is made following a previous refusal to grant permission in March 2018 by the Planning Committee in accordance with a recommendation of refusal by Officers.

9.2 No further contact or pre-application discussions have taken place in the intervening period with the Local Planning Authority.

9.3 The previous application was refused planning permission on the grounds of its impact on the character and local distinctiveness of the area, the amenity of neighbouring properties and the privacy and outlook standards for future residents.

10. ASSESSMENT

Principle of Development

10.1 The application site is located close to the centre of the town of March (approximately 500 metres), and is host to an existing dwelling, albeit one that is currently incapable of occupation. The site is also located within flood zone 1, indicating the lowest flood risk and a location towards which development would be directed in terms of the sequential test in relation to flood risk. March itself is identified as one of the 4 market towns within Fenland and as such is a location where new housing is considered to be most sustainable.

10.2 In a site-specific context, the neighbouring uses to the application site are all residential in nature, with the only non-residential use in the immediate vicinity being the social club opposite. There would be no change in the character of usage of the site from the proposal.

Access and Highway Safety

10.3 The existing property on the site gains access directly from Deerfield Road by means of a dropped kerb, although the proposal would result in the intensification of traffic accessing the site from Deerfield Road. The proposal would make provision for off-street parking (on the basis of one space per property) directly accessed from Deerfield Road, and located to the rear of the proposed building.

10.4 Parking provision would be 4 spaces below the standards indicated in the Fenland Local Plan, however it is acknowledged in the Plan that locations with good transport links, such as in the central area of a market town, may negotiate a reduction in parking provision. The site in question would be likely to justify a reduction as indicated.

10.5 The Highways Authority has assessed the proposal and have raised concerns regarding the proposed arrangement, specifically that the access driveway to the rear of the site is not aligned perpendicularly to Deerfield Road, which will result in some traffic wishing to enter the site having to do so by pulling into the opposing lane in order to create sufficient turning space to use the access. This is clearly not a preferential arrangement and the comments go on to indicate that a preferred method for accessing the site would be via Britannia View to the east. It is noted that Britannia view is a private drive and therefore such access would be subject to acceptance by its owners and does not form any part of the current consideration.

10.6 The Highways Authority comments conclude that the scheme should be amended to allow a less contrived vehicular access arrangement however given the amenity issues in relation to the proposal no request has been made to amend the access details. Should permission be granted it would therefore be necessary to require an amended vehicular access to be agreed prior to implementation.

10.7 It is reasonable to conclude on this basis that the scheme does not comply with the requirement of policy LP15 of the Fenland Local Plan (2014) to provide "*well designed, safe and convenient access for all*".

Amenity impact

10.8 The application site is located in and amongst existing residential properties and as a single-storey dwelling to be replaced with several two-storey properties, there is significant potential for adverse amenity impacts on neighbouring properties and their environs.

10.9 The proposed scheme locates the two-storey building further forward on the site than the previous refusal, and in-line with the front elevations of the existing dwellings along Deerfield Road. It is separated from 18 Deerfield Road to the south west by a gap slightly in excess of 4 metres, and as a result there will be a detrimental impact on the light received by this property and its garden due to the location of the building. The gap between the proposed building and 11

Ashbeach Road to the north west however is 12 metres, and this is therefore unlikely to result in any overshadowing.

- 10.10 With regard to privacy impacts, the scheme utilises windows on all four main elevations from a mix of rooms, with main bedroom windows being located on the side elevations and secondary 'office' windows to the front and rear. The proposed scheme would therefore have the potential for a significant detrimental impact on neighbouring amenity from the proposed scheme. It is noted that the close-knit nature of development within urban areas leads to more scope for overlooking of residential property, however there remains the significant concern regarding the scale of these impacts in this case and the requirement under policy LP16 (e) of the Fenland Local Plan (2014), which states that *"development will only be permitted if it can be demonstrated that the proposal does not adversely impact on the amenity of neighbouring uses including loss of privacy"*. The applicant does not demonstrate that there will be no adverse impact, indeed interpretation of the plans would indicate that there is notable potential for the scheme to result in adverse impacts.
- 10.11 The proposal, due to the location of a parking courtyard to the rear of the building, would also be likely to have a detrimental impact on the amenity standards of the adjacent dwellings, in particular the dwelling to the south west (18 Deerfield Road), which has a very limited amenity space available to it at present. Whilst the scale of such impacts could be reduced through surface materials used in the construction of the area, there will be a detrimental impact from the sound of cars arriving, departing and being accessed.

Visual Impact and Character

- 10.12 Deerfield Road is a traditional part of the town of March with a distinctive pattern to the development along it, in particular the development along the north west side of the road. It is characterised predominantly by 2-storey properties of a traditional design sited in close proximity to the road with modest front gardens, and often with boundary walls or hedges to separate the dwellings from the road. These characteristics are further emphasised by the lack of any such consistent approach to the south eastern side of the road, in particular the United Services Club opposite the site breaks up any traditional form on this side of the road, making the consistency of the form and character to the north more apparent.
- 10.13 It is accepted that the existing dwelling on the site breaks this form, however information is not available as to why a property of this nature was constructed on the site rather than continuing the form of development apparent to either side. Further to the east, the form of development changes but remains consistent, with block of 4 terraced properties to either side of the road, with greater set-back from the street allowing parking in front of those properties. Individual modern developments have also been undertaken elsewhere that are at odds with the character of the street, and 2 Deerfield Road is an example of this. 2 Deerfield Road however illustrates the negative impact that unsympathetic development can have on the contribution made by the visual distinctiveness of an area and its traditional forms of development.
- 10.14 The nature of the proposed scheme results in the gardens of units 1 and 2 being located at the front of the site between the building and the highway, which is a relationship significantly at odds with the character of the remainder of the street. Such gardens would be unlikely to be extensively utilised due to the poor

relationship and lack of privacy but any such utilisation is likely to have a detrimental effect on the character of the area.

- 10.15 Paragraph 130 of the National Planning Policy Framework notes that permission “*should be refused for development of a poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions*”. It is considered that the development proposed fails in this regard for the reasons above and is therefore contrary to this part of the NPPF.

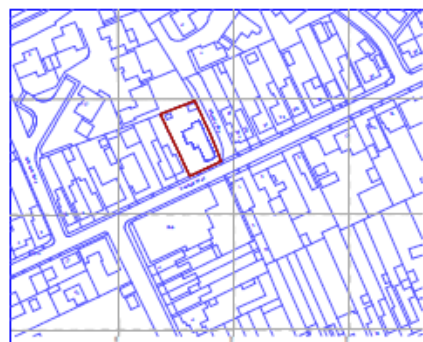
11. CONCLUSIONS

- 11.1 The design of the buildings is not reflective of the established and distinct character of the area and results in adverse impacts on that character.
- 11.2 The proposal for four dwellings to be located on the site results in a sub-standard and contrived vehicular access that is not supported by the Highways Authority that is detrimental to highway safety and fails to accord with the policy requirement to provide a well-designed, safe and convenient access.
- 11.3 The proposed dwellings would have a detrimental impact on the amenities and privacy of the neighbouring dwellings, and the amenity areas allocated to plots 1 and 2 would not represent the High Quality Environment required to be provided by policy LP16 of the Fenland Local Plan (2014)

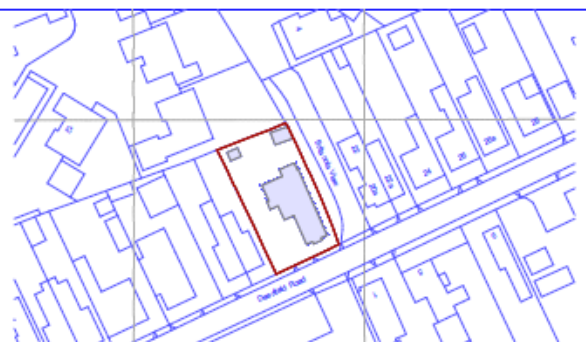
12. RECOMMENDATION

Refuse:

1. Policy LP16 (e) of the Fenland Local Plan (2014) requires development to not adversely impact on amenity if neighbouring users, for impacts including loss of privacy and noise. The proposal would result in windows overlooking the currently private amenity spaces associated with the neighbouring properties and would also be likely to increase the noise experienced within those spaces. There would therefore be a detrimental impact on the privacy and amenity standards of the neighbouring properties contrary to the requirements of policy LP16, in particular sub paragraph (e).
2. Policy LP15 of the Fenland Local Plan (2014) requires all development to provide a well-designed, safe and convenient access. The proposal, by virtue of the narrow access and its angle in relation to Deerfield Road would require vehicles entering the site from the south west to manoeuvre into oncoming traffic in order to be able to turn into the proposed access. The proposal would therefore be detrimental to highway safety and would be contrary to the requirements of policy LP15 in that respect.
3. Policy LP16 of the Fenland Local Plan (2014) seeks to deliver High Quality Environments across the District, and policy LP2 seeks to facilitate the health and wellbeing of residents, promoting high levels of residential amenity. The proposal, by virtue of the separation of the amenity spaces associated with the units and the extremely limited amenity space associated with units 1 and 2 fails to meet these objectives and is therefore contrary to those policies and also paragraph 130 of the National Planning Policy Framework (February 2019).



Location Plan (1:1000)



Existing Block Plan (1:500)



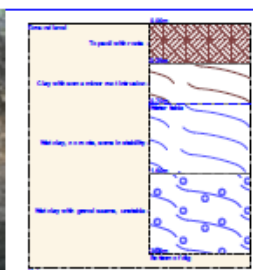
Existing Foul Connection



Existing Surface Water Connection

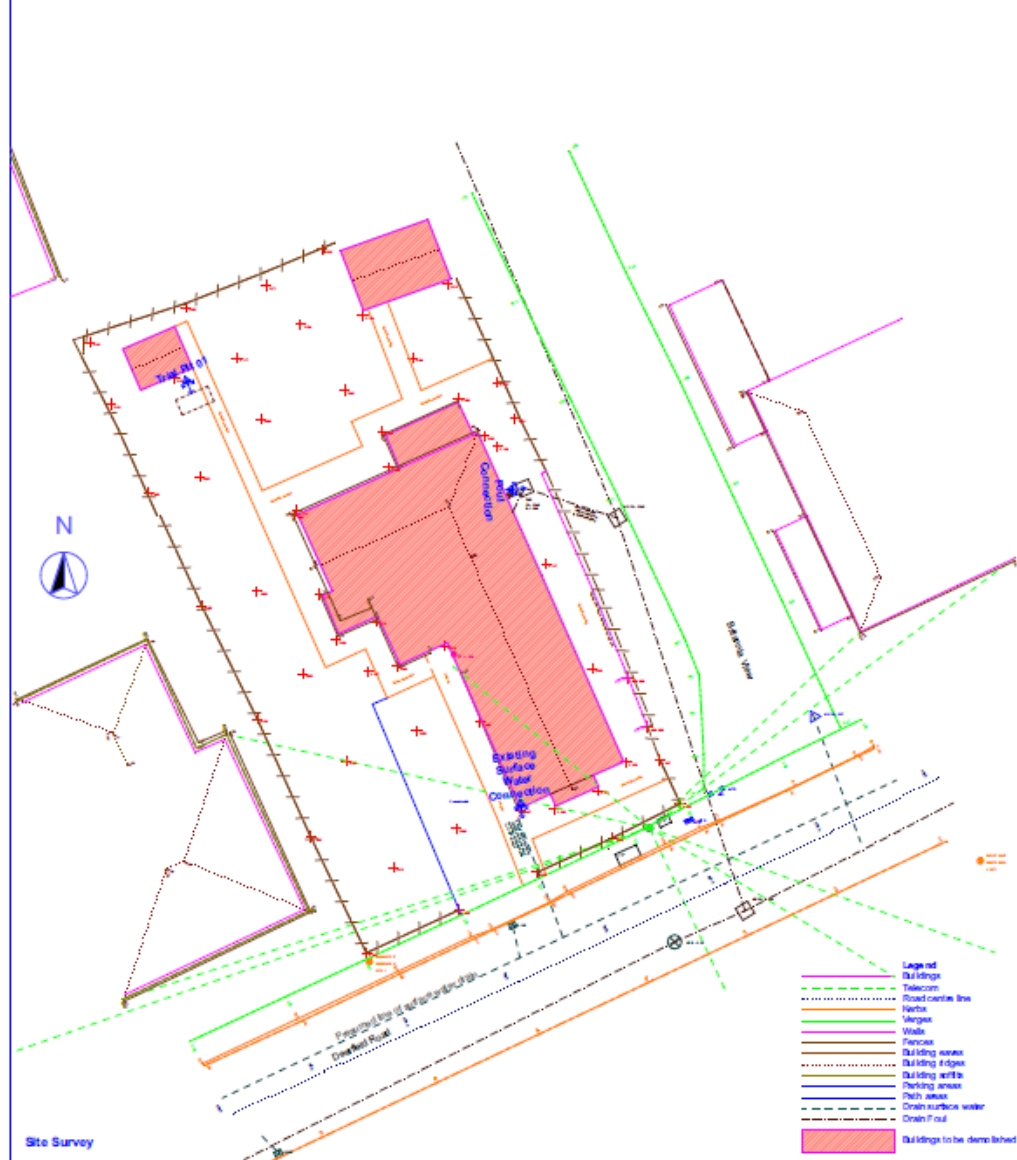


Trial Pit 01



1. The evidence of BS in contaminated load
 2. Check material composition with 100mm of clay for every pipe left in when
 all water and remains, not after a maximum water level has risen to 0.5m
 3. 100% weekly assessment at 10 days

Trial Pit 01 - Log



A. J. D. Jones Limited - Survey of the Site			
Revision	Drawing/Revised	Date	By
A	10030	1/10	03/08/18
Drawing		Site Survey	
Project		Falcon Court 30 Overland Road (M.S.U.) Gwent/Argente Park, GWR	
James Development Co Ltd 120-122 Southwell Harford Gwent NP23 5DG 01753 563288 www.jamesdev.co.uk			



Section	Drawing Number	Scale	Date
1	1001-10	1:200	01/03/18

Prepared by: Paul Allen, Colin David Hill, Stuart, Steve, Paul, John, Alan, and all the team at JDA Development Co Ltd	
Project: 20 New Street, 20 Crisp Road, Broomfield, Chelmsford, Essex, CM1 2BA	
JDA Development Co Ltd 20 Crisp Road, Broomfield, Chelmsford, Essex, CM1 2BA 01798 702700 www.jda.co.uk	



Street Elevation (1:100)



Existing Street Scene 01



Existing Street Scene 02



Perspective 01



Perspective 02



Roof Tiles: **Reddish Brown** - **Red** - **Dark Red**
 Windows: **White** - **Black**
 Doors: **Dark Brown** - **Black**
 Fencing: **Dark Brown**
 Walls: **Red Brick** - **Dark Brown** - **Light Brown**
 Ground: **Dark Brown** - **Light Brown**
 The above information is for information only. It is not intended to be used as a specification. The above information is for information only. It is not intended to be used as a specification.

Material Palette

Revision	Drawing Number	Date	Drawn
-	1003-18	1.10.0	01.02.16

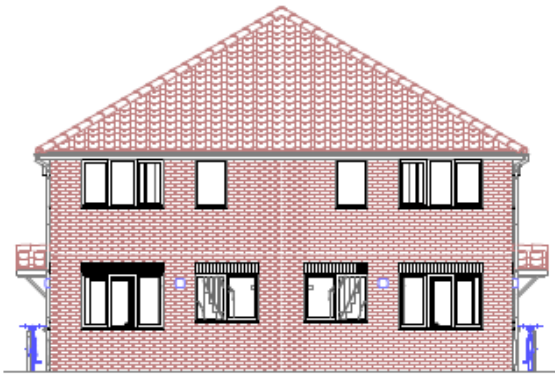
Drawing:
 Option Retained
 Site: **Luton**

Project:
Follow Court
 20 Overfield Road
 Luton
 Bedfordshire (LU1 3JH)

James Development Co Ltd
 120 Victoria Road
 Luton
 Bedfordshire LU1 3JH
 01525 747391 www.jamesdev.co.uk



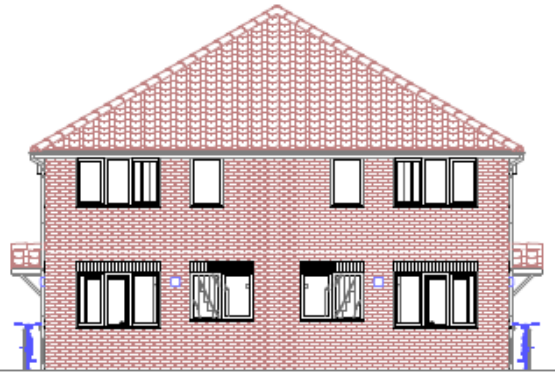

Site Layout (1:100)



Front Elevation - South



Side Elevation - East



Rear Elevation - North



Side Elevation - West



Front Perspective



Side Perspective

Architectural Details			
Project	Location	Date	Scale
A	105 N	1/30	01/2019
Project: House Type 04k Windows & Perspectives			
Project: Palace Court 2000 Field Road Macc County of Leicestershire LE15 9HW			
James Development Co Ltd 100 Church Road Northampton NN1 6JL 0116 242 7000 www.jdc.co.uk			



