

Committee: PLANNING AND
DEVELOPMENT
COMMITTEE

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Agenda Item:

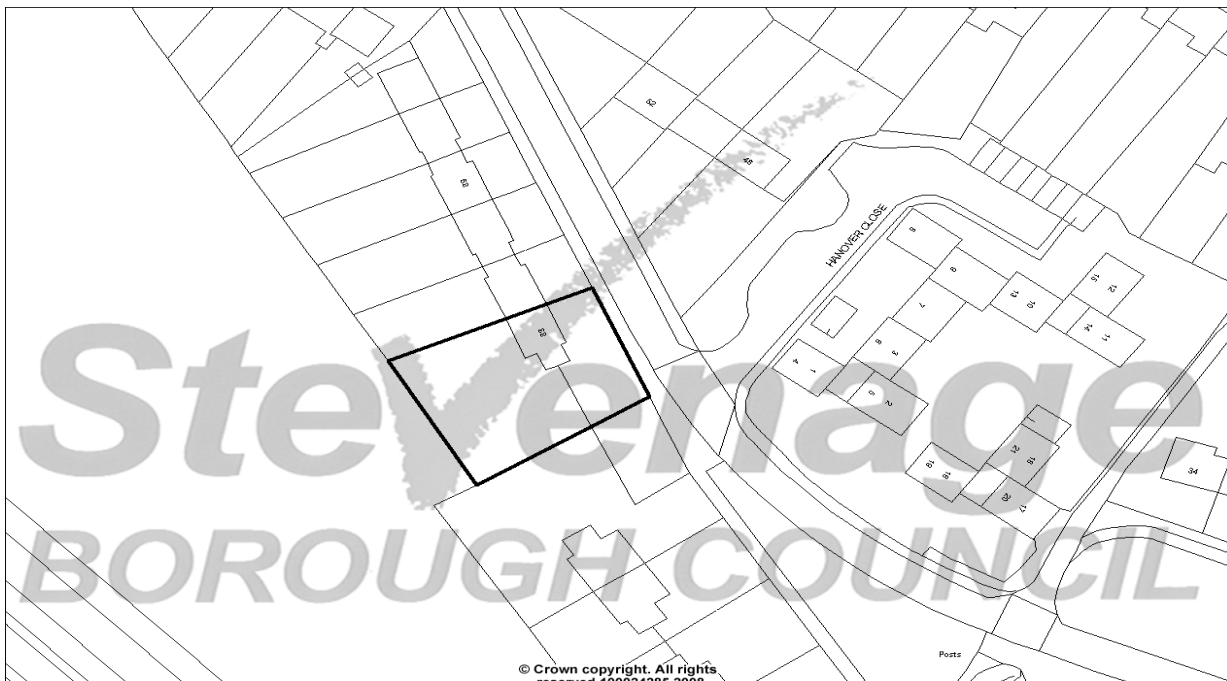
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Date: 22 May 2008

Lead Officer: Peter Bandy -
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Application No: 08/00129/FP
Location: 83 Turpins Rise, Stevenage
Proposal: Erection of a pair of semi detached dwellings with
associated car parking
Drawing Nos: Site location plan, 640.01 and 640 02B
Applicant: Mr G Hughes
Date Valid: 11.04.2008
Recommendation: **GRANT PLANNING PERMISSION**



1.0 SITE DESCRIPTION

- 1.1 The application site comprises No.83 Turpins Rise, which is an end of terrace property. The site is located on the west side of the road, adjoined to No.85 to the north and backing onto an area of open space to the west. To the south the front part of the site adjoins an area of shrubs beyond which, and to the rear of, is No. 81 and its garden. The property is constructed out of light red brickwork with a brown tiled roof. The land slopes steeply from east to west, with the dwelling and its rear garden being set down below the level of the highway. There is no off street parking to serve the existing dwelling. A row of conifer trees are located on the southern boundary of the site with No.81. A strip of Council owned amenity land is located toward the front of the application site, as is a section of highway land owned by Hertfordshire County Council. Opposite the site, to the north, are residential properties in Turpins Rise and Hanover Close.

2.0 RELEVANT PLANNING HISTORY

- 2.1 There is no previous history relating to this property.

3.0 THE CURRENT APPLICATION

- 3.1 The current proposal seeks the erection of a pair of semi-detached two storey, 3 bed dwellings with associated parking and new accesses from Turpins Rise. The submitted plans identify the dwellings set back 9.6m from the footpath fronting the site, 1.4m behind the front elevation of No.83. The dwellings would measure 5m by 5.6m, having a rear 2 storey projection which would be set in 2.2m from the main flank elevation, projecting 3.1m beyond the main rear elevation of the dwellings. The dwellings would project approximately 1.5m beyond the rear of No.83 with the rear projections some 4.6m to the rear. The properties are shown as having a similar appearance and height to that of the existing dwelling adjoining the site, measuring 5m to the eaves, rising to 6.3m to the ridge. They are shown to be constructed out of facing brickwork and roof tiles similar to those of the existing dwelling at 83. The dwellings would have rear gardens with a depth of 10m measuring 5.5m in width. A garden area of approximately 15m by 7m would remain to serve No.83. The dwellings would be sited some 18m from the side elevation of No.81 to the south, set in 2m from the boundary of the garden of that adjoining property. A number of conifers along the boundary with this property would need to be removed as part of the proposal.
- 3.2 The submitted plans identify the frontage of the properties to be raised in height bringing it in line with the highway, with a retaining wall constructed to the front of the proposed units in order to facilitate the creation of a parking area for 4 cars, two for each of the new units. These would be served by two separate access points, one for each dwelling. These parking spaces would involve the use of an area of Council owned amenity land. It is due to this fact that the application needs to be reported to this Committee for determination. There is presently no off street parking to serve No.83, and this would not be altered as part of the proposal.

4.0 PUBLIC REPRESENTATIONS

- 4.1 The application was advertised by a site notice and neighbour notification letters to the occupiers of adjoining properties. In response, the following representations were received:-

- 4.2 89 Turpins Rise. Writes in support of the application.
- 4.3 79 Turpins Rise. Objection. Lack of parking for the new buildings. The road is already full with people in Broad Oak Way parking in Turpin's Rise. The new build will take further space off road. Ambulances visiting the nearby hanover housing association accommodation have difficulty visiting the site and visitors and residents of this accommodation park on the road denying access to local residents. The new build will take further space off the road. With four parking spaces and the current 2 cars located at 83, Turpins Rise existing on street congestion will be worsened.

5.0 CONSULTATIONS

- 5.1 Hertfordshire Highways - Recommend the grant of permission subject to conditions.
- 5.2 Council's Arboriculturist – No objection

6.0 RELEVANT PLANNING POLICIES

6.1 National Government Policy

Planning Policy Statement 3 - Housing
Planning Policy Guidance Note 13 - Transport

6.2 Adopted District plan

TW8 - Environmental Safeguards
TW9 - Quality in Design.
H7 - Assessment of Windfall Residential Sites
T6 - Design Standards
T15 - Car Parking

6.3 Adopted Environmental Safeguards

3.2 - Residential Developments (Four or less dwellings)
4.1 - General Considerations

7.0 APPRAISAL

- 7.1 The determining issues with the proposal relate to the appropriateness of the site for windfall housing; the impact of the new dwellings upon the character and appearance of the area generally; the impact upon the residential amenities of the occupiers of the adjoining properties; the quality of the proposed residential environment created by the development and in respect of highway safety and parking facilities to serve the existing and proposed dwellings.

7.2 Land Use Policy Considerations

- 7.2.1 The application site is not allocated for residential development within the District Plan Second Review 1991 – 2011 and is regarded as a 'windfall site'. The proposed development must, therefore, be considered having regard to policy H7 relating to windfall residential sites. In accordance with this policy, planning permission will

only be granted where: the site is on land previously classified as previously-developed or small underused urban sites; development of the site would not lead to the loss of features as defined in policy TW2 or community facilities in relation to policy TW3; there is no detrimental effect on the environment and the surrounding or adjoining properties; there is access to local facilities; and they include opportunities to access alternative forms of travel to private motorised transport.

7.2.2 For the purpose of clarity, the definition of previously-developed land, as stated within Planning Policy Statement 3 – Housing, is "that which is or was occupied by a permanent structure including the curtilage of the developed land and any associated fixed surface infrastructure". By this definition the application site, which comprises of the garden of an existing dwelling is considered to be previously-developed land.

7.2.3 The site is not subject to any environmental protection policies. It is in close proximity to the Roebuck small neighbourhood centre and to Broadwater Crescent, which is a bus route giving access to the town centre. It is, therefore, concluded that the proposed development is satisfactorily served by non-car modes of transport and is accessible to local facilities

7.3 Impact on the Character of the Area

7.3.1 The locality is characterised primarily by terraced properties in groups of four and six, linked by single storey side additions. However, to the south of the application site are two pairs of semi detached properties. The proposed development is more akin to the latter development. The new dwellings will be set 1m from the flank wall of boundary No.83 and 2m from the boundary of No.81. Whilst this separation is not as spacious as that afforded to the properties to the south, the development would not appear out of keeping with the locality. The dwellings would be of a similar design, similar set back from the highway and similar height to those adjoining the site. The two storey rear projections, although being visible when viewed from the south east and south west, would not appear out of character with the locality and would be similar to projections which have been added to the rear of nearby dwellings. The garden depth and sizes for both the proposed and existing dwelling at No.83 would be commensurate with other properties in the area. In view of these factors, it is considered that the dwellings would not have an adverse impact upon the character and appearance of the area.

7.3.2 The alterations to the front of the dwellings to create parking for 4 vehicles would result in the loss of part of the existing grassed bank to the front of the site, albeit this element would remain to the front of No.83. Whilst this would alter the appearance of the frontage of the property, given its location to the south of the existing dwelling, separation from No.81 and properties to the south and the existence of a landscaped area on land to the south of the site, which partially screens it when viewed from this direction, it is not considered that the loss of this grassed area and the introduction of a raised concrete hardstanding would significantly detract from the appearance of the area.

7.4 Impact on Neighbouring Residential Amenities

7.4.1 The properties most affected by the new dwellings are the existing property at No.83 and No.81 to the south. With regard to No. 83, this is included in the

application site. The new dwellings have been sited slightly behind the front and rear elevations of this property, such that the main part of the new dwellings would not cause significant harm to the occupants of this property, by way of outlook or loss of light. However, the two storey rear element to both units would project 4.6m to the rear of this dwelling. Notwithstanding this set back, the projection on the proposed dwelling nearest to this property is set in 2.5m from the boundary with this property. Given this staggered relationship and the position of the rear windows serving No.83, it is not considered that there would be any significant overdominance to this property caused by the new dwellings, nor would the level of sunlight and daylight be significantly adversely affected. With regard to possible overlooking, no windows are proposed at first floor level in the side elevation of the dwelling adjoining this property. At ground floor level, any overlooking from the proposed kitchen door or between the gardens of the properties would be mitigated by new 1.8m high close boarded fencing, which can be secured by condition. On this basis, it is not considered that the impact upon the occupiers of this existing property is such as to adversely affect their amenity to an unacceptable level.

7.4.2 In assessing the impact of the proposal upon No.81 to the south, this adjoining dwelling is located some 18m away from the side of the southernmost of the two new dwellings and has a flank to flank relationship. This property has a first floor window in the side elevation facing the application site. No windows are proposed at first floor level in the side elevation of the dwelling adjoining this property. At ground floor level, as was the case with No.83, any overlooking from the proposed kitchen door or between the gardens of the properties would be mitigated by new 1.8m high close boarded fencing, which can be secured by condition. The proposal would result in the loss of high screening along the southern boundary of the site, however, these trees have been assessed by the Council's Arboriculturist who is raising no objection to their removal. Even taking into account the loss of this screening, the separation between the two properties and the absence of first floor windows would ensure no significant worsening of overlooking between the properties, nor would there be any overdominance. On this basis, the relationship of the new properties with those adjoining the site is considered acceptable.

7.5 Suitability of Proposed Residential Environment

7.5.1 With proposals for new residential development of this type there is a need to ensure that the living conditions that would be provided for the occupiers of the proposed residential units are of an acceptable standard. In making this assessment, regard must be had to the Council's Environmental Safeguards, although it is recognised that these standards need to be reviewed to take account of the desire to achieve higher residential densities in line with Government policy set out in PPS23 and policy H8 of the Council's District Plan.

7.5.2 The proposed dwellings will enjoy adequate levels of daylight and sunlight and are served by generous rear garden areas. To the front of the properties, the dwellings would look out onto the elevated parking area. However, with this in mind the properties have been designed with dual aspect, with the lounge/dining room being a through room with windows at the front and rear. On this basis, it is considered that the outlook provided for the occupants would be acceptable. Given these factors, it is considered that an acceptable residential environment for the future occupants of the dwellings would be provided.

7.6 Access and Car Parking

7.6.1 In terms of access and car parking, the proposal has been assessed by the highway authority who, following amendments to the parking area to set the spaces back behind the area of highway land and to reduce the width of the proposed crossovers, consider the proposal to be acceptable in highway safety terms. In terms of car parking, the provision of four spaces to serve the new dwellings would meet the Council's maximum parking standards for two 3 bed dwellings, which requires 2 spaces for each dwelling. As no off street parking currently exists for No.83, the parking situation in respect of this dwelling is not worsened. Whilst the comments of the objector are noted with regard to parking problems in the area and the loss of on street parking, the access and car parking facilities identified as part of the proposal are considered acceptable.

8.0 CONCLUSIONS

8.1 In conclusion, the proposed development would result in a form of development that would not adversely affect the character and appearance of the locality, would not affect the residential amenities of the adjoining occupiers to an unacceptable level and would provide adequate off street parking and access facilities to serve the development. Adequate private garden areas would be available to serve the existing and proposed units. On this basis, it is recommended that planning permission be granted.

9.0 RECOMMENDATIONS

That PLANNING PERMISSION be granted subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON:- To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. No development shall take place until a schedule and samples of the materials to be used in the construction of the external surfaces of the dwellings hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

REASON:- To ensure the development has an acceptable appearance in accordance with policy TW8 of the Stevenage District Plan Second Review 1991-2011.

3. No development shall take place until there has been submitted to and approved by the Local Planning Authority a scheme of soft and hard landscaping and details of the treatment of all hard surfaces. The scheme shall include details of all existing trees and hedgerows on the land and details showing all trees to be removed, or retained, together with details of all new planting to take place including species, size and method of planting.

REASON:- To ensure a satisfactory appearance for the development in accordance with policy TW8 of the Stevenage District Plan Second Review 1991-2011.

4. All planting, seeding or turfing comprised in the approved details of landscaping

shall be carried out in the first planting and seeding seasons following the first occupation of the building(s) or the completion of the development whichever is the sooner.

REASON:- To ensure the proper completion of the soft landscaping in the interests of visual amenity in accordance with policy TW8 of the Stevenage District Plan Second Review 1991-2011.

5. All hard surfacing comprised in the approved details of landscaping shall be carried out within 3 months of the first occupation of the building(s) or the completion of the development, whichever is the sooner.

REASON:- To ensure the proper completion of the hard landscaping in the interests of visual amenity in accordance with policy TW8 of the Stevenage District Plan Second Review 1991-2011.

6. Any trees or plants comprised within the scheme of landscaping, 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 otherwise agreed in writing by the Local Planning Authority.

REASON:- To ensure the maintenance of the approved landscaping scheme in the interests of visual amenity in accordance with policy TW8 of the Stevenage District Plan Second Review 1991-2011.

7. Prior to the first occupation of the dwellings hereby permitted the parking spaces identified on drawing 640:02B shall be constructed, hardsurfaced and made ready for use to serve the occupants of those properties. The spaces shall be permanently retained in that form thereafter.

REASON:- To ensure that adequate parking and servicing facilities are available within the site and that there is no detriment to the safety of adjoining highways in accordance with policy T15 of the Stevenage District Plan Second Review 1991-2011.

8. Prior to the first occupation of the dwellings hereby permitted the new access shall be constructed in accordance with the details identified on drawing 640:02B and shall be permanently retained in that form thereafter.

REASON:- In the interests of highway safety in accordance with policy T6 of the Stevenage District Plan Second Review 1991 - 2011.

9. The gradient of the access shall not be steeper than 1 in 20 for at least the first 4 metres from the edge of the carriageway.

REASON:- To ensure a vehicle is approximately level before being driven off and on to the highway, in the interests of highway safety in accordance with policy T6 of the Stevenage District Plan Second Review 1991 - 2011

10. Notwithstanding the details shown in this application the treatment of all boundaries including details of any walls, fences, gates or other means of enclosure shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The approved boundary treatments shall be completed before the use hereby permitted is commenced or before the building(s) is occupied.

REASON:- To ensure a satisfactory standard of development in the interests of amenity in accordance with policy TW8 of the Stevenage District Plan Second Review 1991-2011.

11. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting this Order), no further windows or other openings shall be formed at first floor level in the north and south elevation(s) of the dwellings hereby approved unless permission is granted on an application made to the Local Planning Authority.

REASON:- To protect the amenities and privacy of the occupiers of adjoining properties in accordance with policy TW8 of the Stevenage District Plan Second Review 1991-2011.

The Grant of Planning Permission is justified on the following grounds:

The proposal satisfies the criteria for residential development on sites not allocated in the adopted District Plan. The proposed development would not harm either the amenities of neighbouring residential properties or the character and appearance of the area in general. The quality of residential environment that would be created would be of an acceptable standard. The new accesses to the site would be acceptable and the parking provision within the site to serve the new dwellings would be satisfactory.

In reaching its decision, the Council has had regard to the following policies of the Stevenage District Plan Second Review 1991 - 2011:-

TW8, which relates to the Council's development control standards and criteria;

TW9, which requires developments to achieve a high standard of design;

T6, which relates to highway design standards;

H7, which relates to residential development on sites not allocated in the adopted District Plan; and

T15; which relates to the provision of on-site parking; and

Government advice contained in:

Planning Policy Statement 3 - Housing

Planning Policy Guidance Note 13 - Transport

10.0 BACKGROUND DOCUMENTS

1. The application file, forms, plans and supporting documents having the reference number relating to this item.
2. Letters received containing representations referred to in this report.
3. Responses to consultations with statutory undertakers and other interested parties referred to in this report.
4. Stevenage District Plan Second Review 1991-2011 and Environmental Safeguards.
5. Stevenage Borough Council Standard Conditions - February 1999.
6. Hertfordshire County Council Supplementary Planning Guidance on Parking Provision at New Development – Adopted December 2000.
7. Stevenage Borough Council Supplementary Planning Guidance – Vehicle

Parking Provision – Adopted May 2003.

8. Planning Policy Statement 3 - Housing

9. Planning Policy Guidance Note 13 - Transport