

Parish: Easingwold

Ward: Easingwold

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Committee date: 11 January 2018

Officer dealing: Miss Charlotte Cornforth

Target date: 18 January 2018

17/02409/OUT

Outline application for the construction of an attached dwelling with an integral garage and two vehicular access points

At Wayside, 1 Oulston Road, Easingwold

For Mr Andrew Tooze

This application is referred to Planning Committee as the last application, for a detached dwelling, was determined by Planning Committee

1.0 SITE, CONTEXT AND PROPOSAL

- 1.1 Wayside is one of a pair of semi-detached dwellings on the eastern side of the street. The plot has vehicular access to the front with a driveway to the side of the house leading to the detached single garage of 1 Oulston Road. The property is the first of two pairs of semi-detached dwellings of a similar style to the north of the site, to the south of the site is a detached bungalow with attached flat roof garage to side.
- 1.2 The site is adjacent to but not within the Easingwold Conservation Area, which encompasses a small number of properties on the western side of the street. The street has a suburban residential character with some mature trees opposite the application site; however there are no trees within the site.
- 1.3 The matters for approval at this stage are the principle of development and access, the remaining matters, i.e. appearance, landscaping, layout and scale, would be for a later application if this is approved.
- 1.4 Permission is sought to subdivide the plot of 1 Oulston Road. The indicative plan show an attached dwelling to the south side of the existing property, with a passage way at ground floor between 1 Oulston Road and the new dwelling. This would include demolition of the detached garage and single storey side extension on the south side of 1 Oulston Road. Indicative details of layout have been provided and show the existing access to be widened to provide access and parking to the front of the existing and proposed dwelling.
- 1.5 Whilst the application is in outline form, it is indicated that land between the parking areas and the boundary walls would be planted with shrubs. The agent has also stated that the pavers for the parking areas would be laid on a permeable base.

2.0 RELEVANT PLANNING AND ENFORCEMENT HISTORY

- 2.1 17/01260/OUT – Planning permission refused 12.10.2017 - Construction of a detached dwelling with associated garage and access. The reasons for refusal were:
 1. The proposal would result in over development of the site resulting in a loss to the quality of the residential environment. The development would give a cramped appearance to the surroundings in contrast to the context of the site that has a relatively wide spacing of dwellings. The proposal is therefore contrary to the Local Development Framework Policies CP1, CP17 and DP32.

2. The parking arrangements on the site are considered to be likely to give rise to on-street parking and parking on the frontage of the proposed and existing dwelling that would harm the uncluttered appearance of the street contrary to the Local Development Framework Policies CP1, CP2, DP3 and DP4, CP17 and DP32.

3.0 RELEVANT PLANNING POLICIES

- 3.1 The relevant policies are:

Core Strategy Policy CP1 - Sustainable development
Core Strategy Policy CP2 – Access
Core Strategy Policy CP4 - Settlement hierarchy
Core Strategy Policy CP8 – Type, size and tenure of housing
Core Strategy Policy CP16 - Protecting and enhancing natural and man-made assets
Core Strategy Policy CP17 - Promoting high quality design
Development Policies DP1 - Protecting amenity
Development Policies DP3 - Site accessibility
Development Policies DP4 - Access for all
Development Policies DP8 - Development Limits
Development Policies DP10 - Form and character of settlements
Development Policies DP30 – Protecting the character and appearance of the countryside
Development Policies DP32 - General design
Development Policies DP33 - Landscaping
National Planning Policy Framework (NPPF)

4.0 CONSULTATIONS

- 4.1 Easingwold Town Council – Wishes to see the application refused due to the overdevelopment of the site and loss of existing garage.
- 4.2 Highway Authority - No objection subject to conditions regarding the verge crossings and a construction management plan.
- 4.3 Public comments – Six objections have been received to date. These are summarised as follows:
 - The proposal does not address the reasons for refusal of the previous application;
 - The proposal does not address any of the issues identified in the public consultation on the Easingwold Neighbourhood Plan, i.e. housing for elderly, lack of affordable housing, drainage and flooding;
 - The proposal does not maintain the character of the area that includes properties in the Easingwold Conservation Area;
 - Four car parking places in front of the two properties will be detrimental to the street scene of Oulston Road. No 1 is directly opposite the Easingwold Conservation Area;
 - The development would be overbearing, overlook existing properties and cause loss of privacy to several neighbours;
 - The proposed development would leave a three bedroom house without a garage;
 - Planting to reinstate the privacy and shelter lost should be reinforced;
 - An extension on the end of the pair of semi-detached houses will unbalance the architectural appearance of those properties; and

- 2 Oulston Road (the other half of the pair of semis) would undoubtedly be part of this terrace and would lose some of its current qualities as a semi-detached dwelling in spacious grounds;
- The proposal would significantly alter the existing symmetrical arrangement by replacing the single-storey side extension to 1 Oulston Road with a new attached house. This would result in a conspicuously uneven block of three dwellings which would appear incongruous within the streetscene. These symmetrical arrangements include a front garden, side driveway and garage;
- The proposed dwelling will extend significantly further back than the existing property at 1 Oulston Road, creating a greater impact on the neighbouring residential properties. The construction of a two-storey dwelling is likely to result in overlooking of the rear garden of Ainsty House, reducing the degree of privacy currently enjoyed by our client as seen in the photograph below;
- The extension to form a dwelling would deprive Wayside of good quality light and would make the property very shadowy;
- The proposed dwelling would be an over-development of what is a restrictive site.

5.0 OBSERVATIONS

- 5.1 The application site is within the development limits of Easingwold and as such, residential development is acceptable in principle, subject to compliance with other relevant policy requirements. The application does not specify the scale of the proposed development, an assessment of whether it would address identified housing need (i.e. for smaller two and three bedroom properties) could only be made once the design has been finalised. The main issues to consider are therefore: (i) access and highway safety; (ii) design (iii) the impact on residential amenity; (iv) the impact on the Easingwold Conservation Area; and (v) drainage.

Access and highway safety

- 5.2 The assessment of the Highway Authority is that a suitable vehicular access from Oulston Road to serve both properties can be achieved along with sufficient parking arrangements made within the two plots. On that basis no objections have been raised subject to standard conditions.
- 5.3 While acknowledging that the existing arrangement for the semi-detached properties in the street is driveways to the side with detached garages set towards the rear, this is not uniform throughout the street. Some properties are served by attached garages with parking area to the front; others do not have dedicated in-curtilage parking provision. Parking provision within front gardens is apparent within the locality and would adequately serve the proposed dwellings.
- 5.4 In light of the above, it is considered that the proposal overcomes the reason for refusal in the previous application in terms of the parking arrangements and would not harm the appearance of the street scene.

Design

- 5.5 One of Hambleton's strategic planning objectives, set out in The Core Strategy Local Development Document (2007), is "To protect and enhance the historic heritage and the unique character and identity of the towns and villages by ensuring that new developments are appropriate in terms of scale and location in the context of settlement form and character."
- 5.6 Policies CP17 and DP32 require the highest quality of creative, innovative and sustainable design for buildings and landscaping that take account of local character

and settings, promote local identity and distinctiveness and are appropriate in terms of use, movement, form and space.

- 5.7 The National Planning Policy Framework Planning supports this approach and, at paragraph 64, states that planning 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 and the way it functions.
- 5.8 The character of the surrounding area is a residential area of 20th and 21st century two-storey brick built dwellings on the edge of Easingwold. No site features worthy of retention were identified.
- 5.9 At this stage, the proposed design has not been finalised, however the application form identifies that traditional brick and clay pantiles would be appropriate materials in order to be in keeping with the character of the area, and features such as a bay window would be reflective of existing properties. The indicative layout plan shows a hipped roof extension to the existing dwelling. These details would assessed in greater detail at reserved matters stage should this application be approved.
- 5.10 The proposed dwelling is now attached to the property of 1 Oulston Road. It is considered that the proposal overcomes the previous reason for refusal and would not give a cramped appearance to the surroundings.

Residential amenity

- 5.11 The plot the existing property occupies is substantial with a generous rear garden and wide side garden, being the first of a run of four semi-detached properties the application plot has a notably wider side garden than those between the properties to the north. The variety in house types in the vicinity are reflected in a variety of plot sizes and forms, as such there is not a uniformly characteristic plot size or layout that could be said to define the street other than that the properties are within spacious gardens. Subdivision and the introduction of an additional dwelling would not therefore be detrimental to the character of the area.
- 5.12 While the plot enjoyed by 1 Oulston Road at present would be evidently altered, parking and private amenity space would still be afforded for both the existing and proposed property. The development would not therefore be detrimental to the amenity of future occupants of either property.
- 5.13 The space available within the site is sufficient for an additional attached dwelling to be accommodated while still achieving necessary separation distances in order to protect privacy and prevent overlooking. The indicative site layout shows a gap of three metres from the boundary of Richmondgarth to the south.
- 5.14 The finalised design would need to take account of window arrangements and room layouts but there is nothing to suggest at this stage that an appropriate layout could not be achieved, the scheme would not cause a significant detrimental impact on the amenity of neighbours. Issues raised by objectors including the loss of a view or property value are not material planning considerations and cannot be considered in assessing the proposed design.

Heritage assets

- 5.15 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the Council to have special regard to the desirability of preserving or enhancing the character or appearance of the Easingwold Conservation Area.

- 5.16 On assessment of the application it is considered that it would not lead to harm to heritage assets. The site is not within the Easingwold Conservation Area, but rather the boundary of the conservation area encompasses the Edwardian terrace of properties on the western side of Oulston Road. Those properties are identified in the Conservation Area appraisal as fine examples of their type, however the appraisal goes on to describe the remainder of Oulston Road as being later 20th Century suburban developments in very different in character to the Conservation Area. This assessment makes clear this is the reason the remainder of Oulston Road is not included in the Conservation Area.
- 5.17 The proposed development would be in keeping with the suburban form of Oulston Road and would not therefore diminish the character or appearance of the Conservation Area.

Drainage

- 5.18 Details of how surface water drainage will be dealt with are not available at this stage however, it is noted that much of the site is already covered with paving and the roof of the detached garage. Yorkshire Water raised no objection to the previous scheme to the principle of development and the drainage details to attenuate flows could be required by condition.

6.0 RECOMMENDATION

- 6.1 That subject to any outstanding consultations permission is **GRANTED** subject to the following conditions:
1. Application for the approval of all of the reserved matters shall be made to the Local Planning Authority not later than three years from the date of this decision and all of the development hereby approved shall be begun before the expiry of whichever is the later of the following: i) Three years from the date of this permission; ii) The expiration of two years from the final approval of the reserved matters or in the case of approval on different dates, the final approval of the last such matter to be approved.
 2. The permission hereby granted shall not be undertaken other than in complete accordance with the location plan received by Hambleton District Council on unless otherwise agreed in writing by the Local Planning Authority.
 3. This outline permission is for no more than one dwelling.
 4. The development shall not be commenced until details of the following reserved matters have been submitted to and approved by the Local Planning Authority: (a) the layout, scale and appearance of each building, including a schedule of external materials to be used; (b) the landscaping of the site.
 5. The external surfaces of the development shall not be constructed other than of materials, samples of which have been submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development.
 6. The development hereby approved shall not be commenced until details of the foul sewage and surface water disposal facilities have been submitted and approved in writing by the Local Planning Authority. The development shall not be undertaken other than in accordance with the approved details and shall thereafter be retained in accordance with those details.
 7. Unless otherwise approved in writing by the Local Planning Authority, there shall be no excavation or other groundworks, except for investigative works, or the depositing of material on the site until the accesses to the site have been set out and

constructed in accordance with the published Specification of the Highway Authority and the following requirements

- a. The access shall be formed with 6 metre radius kerbs, to give a minimum carriageway width of 4.5 metres, and that part of the access road extending 6 metres into the site shall be constructed in accordance with Standard Detail number E6d.
 - b. Provision to prevent surface water from the site/plot discharging onto the existing or proposed highway and shall be maintained thereafter to prevent such discharges.
8. No development for any phase of the development shall take place until a Construction Method Statement for that phase has been submitted to, and approved in writing by, the Local Planning Authority in consultation with the Local Highway Authority. The approved Statement shall be adhered to throughout the construction period for the phase. The statement shall provide for the following in respect of the phase: (a) the parking of vehicles of site operatives and visitors; (b) loading and unloading of plant and materials; (c) storage of plant and materials used in constructing the development; and (d) measures to control the emission of dust and dirt during construction.

The reasons are:

1. To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.
2. In order that the development is undertaken in a form that is appropriate to the character and appearance of its surroundings and in accordance with the Development Plan Policies CP1, CP2 and CP17.
3. To limit the scope of the permission to that sought in the application.
4. To ensure that the design of the buildings are appropriate to the context and provides for the amenity of the future occupiers and neighbours without harm to highway safety and complies with the Local Development Plan particularly Policies CP1, DP1, CP17 and DP32.
5. To ensure that the external appearance of the development is compatible with the immediate surroundings of the site and the area as a whole, to comply with Local Development Plan particularly Policies CP1, DP1, CP17 and DP32.
6. In order to avoid the pollution of watercourses and land in accordance with Local Development Framework CP21 and DP43.
7. In accordance with Local Development Plan Policy CP2 and to ensure a satisfactory means of access to the site from the public highway in the interests of vehicle and pedestrian safety and convenience.
8. In accordance with Local Development Plan Policy CP2 and to provide for appropriate on-site vehicle parking and storage facilities, in the interests of highway safety and the general amenity of the area.

Informatives

1. This planning permission is liable to the Community Infrastructure Levy adopted by Hambleton District Council on 7th April 2015.
2. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, the following bins and recycling box conforming to European

Standard EN840 should be provided by the developer for the exclusive use of the occupants of that dwelling:

- 1 x 240 litre black wheeled bin for general waste
- 1 x 240 litre black wheeled bin with a blue lid for mixed household recycling; and
- 1 x 55 litre blue recycling box for glass bottles and jars.

In order to guarantee EN840 compliance the Council will only collect from bins and boxes sourced from Hambleton District Council - Waste and Streetscene.

If the developer does not pay for bins and boxes, each new resident will be required to pay for them. In the event that no payment is made, the Council will not collect waste and recycling from the dwelling concerned.

Further details of the Council's Waste and Recycling Collection Policy and the charges for bins and boxes is available at www.hambleton.gov.uk or by telephoning 01609 779977.

3. You are advised that a separate licence will be required from the Highway Authority in order to allow any works in the adopted highway to be carried out. The 'Specification for Housing and Industrial Estate Roads and Private Street Works' published by North Yorkshire County Council, the Highway Authority, is available at the County Council's offices. The local office of the Highway Authority will also be pleased to provide the detailed constructional specification referred to in this condition.