



NORTHAMPTON
BOROUGH COUNCIL
Planning Committee

PLANNING COMMITTEE: 13 December 2011
DIRECTORATE: Planning and Regeneration
HEAD OF PLANNING: Susan Bridge

N/2011/0458 **Erection of three-bedroom dwelling house and erection of pitched roof to existing garage (As amended by revised plan received on 25 October 2011).
Land to the side of 1 Ansell Way.**

WARD: **Nene Valley**

APPLICANT: **Ms. M. Brandley**
AGENT: **Mr. P. Corbett**

REFERRED BY: **Called in by Cllr Nunn**
REASON: **Proposed dwelling would have a detrimental impact on the street scene and highway safety.**

DEPARTURE: **No**

APPLICATION FOR DETERMINATION:

1. RECOMMENDATION

1.1 **APPROVAL** for the following reason and the conditions attached to this report:

The principle of a residential development in an existing residential area is acceptable and in accordance with Policy H6 of the Northampton Local Plan. The siting, design and appearance of the proposed dwelling will compliment the existing street scene and will not be detrimental to visual or residential amenity or highway safety in accordance with Policies H6 and E20 of the Northampton Local Plan and the guidelines contained within PPG13.

2. THE PROPOSAL

2.1 The proposed house would have two-storeys and three-bedrooms and measure 7m wide by up to 8m deep. It would be built off the side gable

wall of no1 Ansell Close thereby forming a row of three houses as nos. 1 and 3 currently form a pair of semis. The property would be constructed of brick with a tiled roof to match the host building.

- 2.2 There is an existing double garage to the rear of the site accessed off Martins Lane. This garage has a flat roof at present, which would be altered to a shallow pitched roof as part of the proposed development thereby raising its height from 2.9m to 3.3m to the ridge.

3. SITE DESCRIPTION

- 3.1 The application site consists of the side garden of No. 1 Ansell Way measuring over 30 metres deep and 12 metres wide. The land is situated at the junction of Martins Lane and Ansell Way. The site is in an existing residential area, which has a variety of built design of both dwellings and bungalows within the vicinity of the site.

4. PLANNING HISTORY

- 4.1 None relevant.

5. PLANNING POLICY

5.1 Development Plan

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 current Development Plan comprises of the East Midlands Regional Plan, the saved policies of the Northamptonshire County Structure Plan and Northampton Local Plan 1997.

5.2 National Policies:

PPS1 – Delivering Sustainable Development
PPS3 – Housing
PPG13 - Transport

5.3 Northampton Borough Local Plan

E20 – New Development
E19 – Implementing Development
H6 - Housing Development within Primarily Residential Areas

5.4 Supplementary Planning Guidance

Northamptonshire County Parking Standards SPG 2003
Planning out Crime in Northamptonshire SPG 2004

6. CONSULTATIONS/ REPRESENTATIONS

6.1 27 Martins Lane – objection –

- Will not be in keeping with the existing estate (change the building from a pair of semis to a terraced row),

- Will be sited outside the building line
- 6.2 **3 Ansell Way** – objection –
- Exceeds the existing building line
 - Converts the existing semis into a terrace, in no way complementary to the area / out of keeping
 - Is of excessive size for the location
 - Will result in an increase in traffic
- 6.3 **32 Martins Lane** – objection most strongly –
- Context of the environment will be spoilt by the house in a line of bungalows
 - Building would come considerably beyond the building line
 - Will invade privacy of residents opposite
 - Will be increase in traffic generation / hazard with vehicles turning at the junction would have more restricted views. Martins Lane can be a busy road and suffers from speeding vehicles
 - Residents opposite would encounter extra hazards with vehicles parking opposite
 - Previous occupants wanted to extend but were not able to do so
 - There are a number of elderly neighbour and do not need this hassle.
 - There is no need for the development
 - Question whether the land is in the applicant's ownership and suggest that it may be owned by the Borough Council.
- 6.4 **30 Martins Lane** – objection –
- Ignores the building line and would be wrong to change the visual aspect of the neighbourhood by squeezing a new house in
 - Fencing in of the site would have a huge detrimental impact
 - Fencing the area would also restrict visibility at the junction
 - Additional parking will also be detrimental to highway safety and make it awkward for NDDS mini bus service and meals on wheels
 - Would completely change the outlook from no 30
 - Would caused overlooking of no30 / loss of privacy
- 6.5 **15 Martins Lane** – objection –
- The government has said no more homes would be erected in people's gardens
 - Beyond the existing building line to the detriment of residents and car drivers
 - The fencing may lead to the loss of the trees and would adversely affect visibility to the detriment of road safety. The fence could also be increased in height in the future
 - Increased parking would make the junction even more dangerous
 - Will result in an increase in disruption during construction
 - Proposed garden is unrealistically small and would be likely to be increased resulting in further reduction in visibility and harm to highway safety

- 6.6 **17 Martins Lane – objection –**
- Ignores the building line and would be wrong to change the visual aspect of the neighbourhood by squeezing a new house in
 - Fencing in the site would have a huge detrimental impact on a green area
 - Once built the rest of the garden would soon be enclosed
 - Fencing the area would also restrict visibility at the junction
 - Additional parking will also be detrimental to highway safety and restrict visibility at the junction and at the driveway of no 17
 - The proposed house and garage would cut out light to no 17
 - As a elderly person who can't get out much the disruption would have a huge impact
- 6.7 **5 Ansell Way – objection –**
- Ignores the building line and would be wrong to change the visual aspect of the neighbourhood by squeezing a new house in
 - Fencing in the site would have a huge detrimental impact on a green area
 - Once built the rest of the garden would soon be enclosed
 - Additional parking will also be detrimental to highway safety and restrict visibility at the junction making it more dangerous
 - Not in keeping with the current development having an unacceptable impact
 - Additional traffic will also make access to / from Ansell Way more hazardous
 - Will result in an increase in disruption during construction
- 6.8 **34 Martins Lane – objection –**
- Detrimental to the outlook from nearby properties
 - Highway safety due to the blind corner.
- 6.9 **5 Ansell Way - objection**
- Will be out of keeping with the locality
 - Will create highway safety problems
 - Will result in noise and disturbance problems during construction
- 6.10 **Hardingstone Parish Council - objection**
- The proposed dwelling would be too dominant and have a detrimental impact on the street scene. Also there would be parking issues
 - The proposed house would appear to contravene all building lines in Martins Lane and Ansell Way and greatly affect the visual aspect of both roads in breach of Local Plan Policies E20, H6 and H10.
- 6.11 **Cllr M Hill - I have looked at the objections to the proposed extension at 1 Ansell Way, and I have to say that I find them without foundation. There are three specific areas where I would wish to comment:**

1. Firstly, it is said that the site is not big enough for what is being proposed. There is in fact a considerable amount of land between the present building and Martins Lane and I do not consider what is being proposed to be over development. Moreover some of the other properties in Martins Lane lie far closer to the highway than does the proposed new build.
2. I do not consider the proposal to be out of character. Martins Lane has a wide mix of properties, from substantial detached properties to quite modest bungalows, and the proposed building would not look out of place in such a varied street scene.
3. Re visibility for drivers exiting Ansell Way. The new building is, as I said earlier, set well back from the road and visibility would be perfectly acceptable. Indeed it will be better than it was when the trees at the edge of the site (which have been demolished) were there.

For these three reasons I wish to support the recommendation that approval for the new building be granted.

7. APPRAISAL

- 7.1 The originally submitted drawing showed a much larger dwelling which included a single storey front extension. That proposal was considered unacceptable due to its scale and unsympathetic design and revised plans were submitted with a smaller footprint and a design that better reflected the existing properties at 1 and 3 Ansell Way. This scheme was further amended to reduce the width of the proposed dwelling as currently proposed.
- 7.2 The site is considered large enough to accommodate a dwelling of comparable size to other properties in the vicinity and still leave the existing dwelling with sufficient garden and amenity space. Notwithstanding the concerns expressed in the representations received as set out in section 6 above, the principle of a residential development is acceptable as the site is allocated in an existing residential area as identified in the Local Plan and as evidenced by numerous recent appeal decisions in the Borough there is no government embargo on the development of garden land for new homes.

Siting and design

- 7.3 The property has been designed to echo the existing dwelling at 1 Ansell Way with similar fenestration and UPVC cladding on the exposed side elevation. The front elevation has been set back 0.6m from the principal front elevation of the host building thereby giving it a shallower footprint and reducing the ridge height compared to the existing pair of semis.

- 7.4 Local residents have concerns over the siting of the new dwelling in front of the existing “building line” of properties in Martins Lane as well as the overall scale of development proposed. The proposed building would extend closer to Martins Lane than the existing dwellings in the vicinity of the site. Nonetheless, there would remain a separation distance of some 6m between the proposed dwelling and the public highway verge in Martins Lane. Due to its orientation and attachment (both physical and visual in terms of its design), the building would appear as an extension of the properties in Ansell Way rather than those in Martins Lane. The potential prominence of the development is also reduced by the fact that the site is located on the outside curve that exists in Martins Lane.
- 7.5 These factors combined with the reductions in the scale of the development proposed secured by officers through negotiation with the applicant, mean that it is considered that the proposed house would have a neutral impact on the character and appearance of the streetscene and the host building in accordance with Policies H6, E19 and E20 of the Local Plan.
- 7.6 The Parish Council has also referred to Local Plan Policy H10. However as this policy is concerned expressly with ‘backland’ development where the proposed dwelling is located to the rear of the host dwelling it is not applicable to the determination of planning applications for the type of development proposed in this instance.

Neighbour Amenity

- 7.7 The development conforms to the Council’s adopted space around dwellings guidance such that it would not give rise to any significant detriment to neighbour amenity.
- 7.8 Due to its siting and very limited scale the proposed alterations to the existing rear garage would have a neutral impact on neighbour amenity.
- 7.9 For these reasons the proposal complies with Policies H6, E19 and E20 of the Local Plan in respect of neighbour amenity.

Highway Issues

- 7.10 Both the existing dwelling at no.1 and the new dwelling would have on-site parking provision for two cars for each of the two houses by way of the garages and driveway to the rear of the site. This level of provision is considered to be sufficient for these two dwellings and is likely to prevent any significant parking on the public highway.
- 7.10 Concerns have also been raised regarding highway visibility at the junction of Ansell Way and Martins Lane. The siting of the dwelling would not impinge on the required sight lines at this junction which

have been enhanced by the recent removal of the trees on the highway boundary.

- 7.11 Some representations also express concern about the site becoming enclosed by fencing. The proposals do not involve enclosure of the front garden (i.e. to Ansell Way) and the rear garden side fence would be sited in line with the side elevation of the proposed house (i.e. some 6m back from the highway verge of Martins Lane). For these reasons highway visibility would be maintained to an acceptable and safe standard and the open character of the locality would be retained.
- 7.12 The proposal therefore accords with Local Plan Policy H6 and PPG13 in respect of highway safety and the free-flow of traffic.

8. CONCLUSION

- 8.1 Although there have been a significant number of objections to this application, the site is considered large enough for the proposed dwelling and with a design to reflect the existing dwelling at 1 Ansell Way it would blend in with the street scene.
- 8.2 The dwelling is to be situated nearer to the public highway than the existing properties in Martins Lane but the proposed building would appear as being part of Ansell Way and due to the configuration of Martins Lane and the scale and design of the proposed building it would not detrimentally affect the character of the streetscene. Neighbour amenity would also be protected due to the proposed building's siting and separation from neighbouring dwellings.
- 8.3 This proposal provides on-site parking for both the new and existing dwellings at No. 1 Ansell Way. Highway safety would not be prejudiced at the junction of Martins Lane and Ansell Way as there is sufficient visibility for vehicles entering and leaving Ansell Way.

9. 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 Section 91 of the Town and Country Planning Act 1990.
2. Details and/or samples of all proposed external facing materials shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.
Reason - In the interests of visual amenity and to ensure that the development will harmonise with its surroundings in accordance with Policy E20 of the Northampton Local Plan.
3. Full details of the method of the treatment of the external boundaries of

the site shall be submitted to and approved in writing by the Local Planning Authority, implemented prior to the occupation of the building (s) hereby permitted and retained thereafter.

Reason - To ensure that the boundaries of the site are properly treated so as to secure a satisfactory standard of development in accordance with Policy E20 of the Northampton Local Plan.

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no gates, fences, walls or any means of enclosure or similar structures shall be erected or constructed in front of the main wall of any dwelling or of any other principal building of the estate nor in front of the line of any flank wall of any dwelling where the flank boundary of the curtilage abuts a highway.

Reason - To ensure that the open character of this residential development is maintained in the interests of visual amenity in accordance with Policy E20 of the Northampton Local Plan.

10. BACKGROUND PAPERS

- 10.1 N/2011/0458.

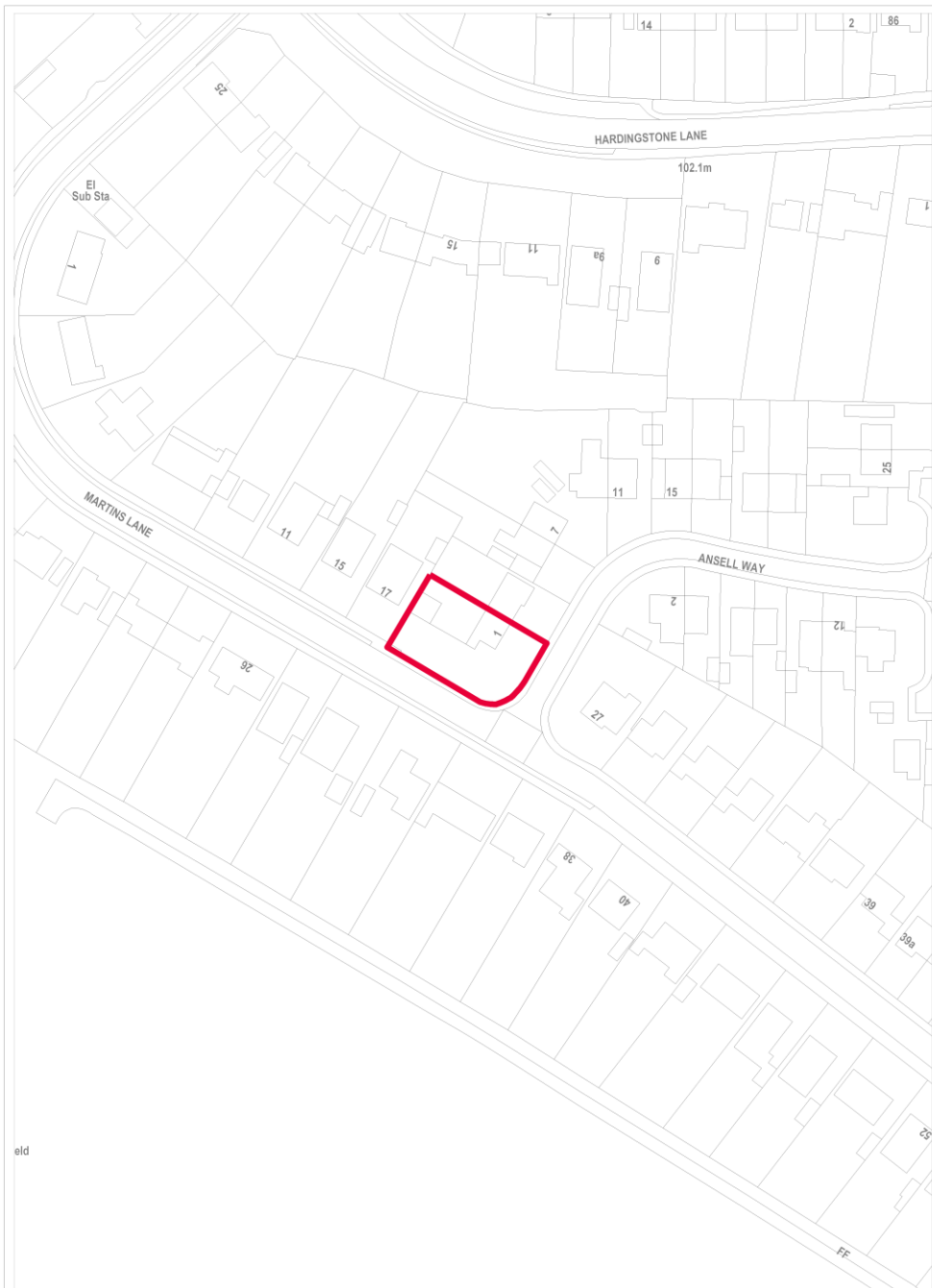
11. LEGAL IMPLICATIONS

- 11.1 None.

12. SUMMARY AND LINKS TO CORPORATE PLAN

- 12.1 In reaching the attached recommendations regard has been given to securing the objectives, visions and priorities outlined in the Corporate Plan together with those of associated Frameworks and Strategies.

Position:	Name/Signature:	Date:
Author:	Geoff Wyatt	24/11/2011
Development Control Manager Agreed:	Gareth Jones	01/12/2011



eld



Name: **Charis Holder**
 Date: **1st December 2011**
 Scale: **1:1250**
 Dept: **Planning**
 Project: **Site Location Plan**

Title
1 Ansell Way

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