



NORTHAMPTON
BOROUGH COUNCIL
Planning Committee

PLANNING COMMITTEE: 26th June 2012
DIRECTORATE: Planning and Regeneration
HEAD OF PLANNING: Susan Bridge

N/2012/0290: Erection of three two bedroomed dwellings
(fronting Ross Road) at land rear of 32
Peverels Way

WARD: St. James

APPLICANT: Mr R Church
AGENT: None

REFERRED BY: Cllr. Wire
REASON: Concerned about parking in the area.

DEPARTURE: No

APPLICATION FOR DETERMINATION:

1. RECOMMENDATION

1.1 **APPROVAL** subject to condition and for the following reason:

The siting, size and design of the development will not adversely affect the character of the area nor adversely affect the amenity of neighbouring properties in accordance with saved policies E19, E20 and H6 of the Northampton Local Plan.

2. THE PROPOSAL

2.1 Full Planning permission is sought for the erection of a terrace of 3x2 bedroomed dwellings within part of the rear garden of 32 Peverels Way. The dwellings would front onto Ross Road.

3. SITE DESCRIPTION

3.1 The application site consists of part of the rear garden of 32 Peverels Way which is a two storey end of terrace dwelling situated on the south west side of Peverels Way. The site backs onto Ross Road which divides the existing dwellings which front onto Peverels Way from the business area south and west of the site. A metal barrier midway along

Ross Road prevents vehicular traffic accessing from the north the southern section of Ross Road, which serves the business premises. This southern section of Ross Road is accessed from Edgar Mobbs Way to the south. The north section of Ross Road provides vehicular access to the rear of residential dwellings in Peverels Way and Weedon Road.

- 3.2 The site is located within a Primarily Residential Area as allocated in the Northampton Local Plan.

4. PLANNING HISTORY

- 4.1 There is no relevant planning history for the application site however, planning permissions have already been granted for the erection of dwellings to the rear of 6,8,10,12 and 16 Peverels Way for similar development to that now proposed. The following applications refer:
- N/2011/0350 – No. 16
 - N/2010/0409 – No. 6
 - N/2009/0956 – No. 8
 - N/2009/0957 – No. 10
 - N/2009/0958 – No. 12

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:

National Planning Policy Framework

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 **NBC Access Officer** - no comments received.

- 6.2 **NBC Public Protection** – suggest conditions relating to contamination.

- 6.3 **NCC Highways** – No objections in principal subject to visibility splays, hard surfacing of driveway and no gates to be erected.
- 6.4 **208 and 216 Weedon Road** – object due to traffic impact. State that there is the potential for 16 houses to be built in the gardens that back onto Ross Road (some of which have already been granted permission). Consider Ross Road is barely wide enough for two cars to pass therefore any extra parking, along with the extra traffic will cause problems. Also concerned about the barrier that has been erected in Ross Road to prevent access to the industrial area. This barrier is opened for egress when home matches at Northampton Town Rugby Club occur and feels that that continued development will create pressure for the barrier to be permanently opened. Suggests that if planning permission is granted then a permanent barrier is built to replace the present gate with a no parking area and a turning circle.

7. APPRAISAL

Main Issues

- 7.1 The principal considerations of this proposal are the impact on the character and appearance of the area, the impact on the amenity and living conditions of the existing and neighbouring properties and the impact on highway safety.

Policy Context

- 7.2 The National Planning Policy Framework was introduced in April 2012. In respect of housing the Framework states that a mix of housing based on current and future demographic trends should be provided and that this should meet the needs of different groups within the community.
- 7.3 The site lies within a primarily residential area as identified in the Northampton Local Plan where in planning policy terms the principle of development is normally acceptable providing the scheme is of an appropriate scale and density and in keeping with the character of the area, does not have an adverse impact on residential amenity and is acceptable in highway terms.

Site and Surroundings

- 7.4 The applicant's property is a two storey end of terraced dwelling with a front garden with off street parking facing onto Peverels Way and a rear garden which is approximately 34m long backing onto Ross Road. A wooden garage is located at the end of the garden. A garden fence 2m in height divides these two properties. To the north of the site is the garden of the neighbouring property 30 Peverels Way. To the south of the site are industrial premises that front onto Stour Road. Immediately opposite the application site on the west side of Ross

Road are commercial units.

Character and Appearance

- 7.5 Although there is a commercial area on the west side of Ross Road, the east side has a residential character. A number of dwellings in the immediate vicinity have garages at the rear that are accessed from Ross Road which are in various states of repair and constructed of a variety of materials. Otherwise they have rear pedestrian access to their gardens or open parking areas. It is considered that the introduction of 3 new dwellings at the southern end of this section of Ross Road will significantly contribute to the built forms of development within the street scene and will improve the character and appearance of the area, which currently has a somewhat disordered and fragmented appearance. Furthermore rubbish dumping on Ross Road has been evident during several officer site visits. It is considered that the introduction of housing will not only tidy the appearance of the street but also introduce more activity with natural surveillance to discourage anti-social activity.

Design

- 7.6 The proposed dwellings would be a terrace of three set back 5 metres from the footpath that runs along the east side of Ross Road. The proposed dwellings would be 13.1 metres wide, 8 metres deep and 7.5 metres high. There would be off street parking for 1 car to the front of each dwelling and an area for bin storage. The properties would have a rear garden to a depth of 9 metres leaving a rear garden depth of 12 metres for the existing house at no.32. The dwellings would be constructed from brick under a tiled roof. Chimneys on each end of the terrace complement the design of existing dwellings in the vicinity and of proposed dwellings already approved on Ross Road to the north. Moreover, it is considered that the overall proposed design reflects the design characteristics of the surrounding area including those previously approved and is therefore acceptable in this regard.

Impact on Neighbours

- 7.7 Due to the separation distance between the proposed dwellings and the existing dwellings in Peverels Way (21m between rear elevations) it is considered that the proposed dwelling would not impact on the levels of outlook and light available to surrounding residents. This separation distance will also preserve privacy levels and would mean that the development would not be overbearing. Whilst the erection of the dwellings may lead to some overshadowing of the end of the garden of the neighbouring property (no. 30) the impact is not considered to be significant given the amount of garden remaining that would be unaffected by the development and is typical of the relationships one finds in residential areas throughout the Borough.

Highways

- 7.8 The existing situation in Ross Road means that the road is effectively two cul-de-sacs formed by the introduction of a barrier erected approximately 5 years ago to prevent industrial vehicles using this road to access the industrial estate from Weedon Road to the north. Instead they now have to use Edgar Mobbs Way to the south. A turning head is located close to the barrier on the residential 'side' which previously the highway authority have considered should be enlarged for commercial vehicles. The turning head is approximately 4.6 metres in length and the width of the road is 5.7 metres giving a total turning width of 10.3m. A condition to submit a scheme to enlarge the turning head would be required to comply with the advice of the Highway Authority. This is consistent with the decision of the Planning Committee for previous permissions for residential development in Ross Road over recent years.
- 7.9 Objections have been received concerning the impact of traffic with parking being a problem in the area. The proposed dwellings provide one off-street parking space per dwelling which is considered adequate considering the properties will be relatively small two bedroom dwellings. No 32 has off street parking for one to two vehicles at the front of their property so it is considered that the loss of the rear access would not create additional parking problems at the site. Furthermore the rear access to this property is not hard surfaced and it does not appear to be regularly used or used for parking. The issue of turning is dealt with at paragraph 7.8 above and there is no reason to believe that more dwellings will create pressure for the barrier to be removed. It would appear that the barrier was erected in order to remove industrial traffic from Weedon Road and to separate it from the residential northern section of Ross Road when Edgar Mobbs Way was constructed. There would have to be a good reason to open it again and presumably the presence of any new dwellings on Ross Road would have a bearing on any decision made. It is reasonable to conclude that with more residential properties there are in this part of Ross Road, there would be a greater likelihood the residential and industrial areas would be kept separated.

8. CONCLUSION

- 8.1 It is considered that, subject to the imposition of conditions, the site is acceptable for residential development. The proposal would have an acceptable impact on the character of the area, would not adversely affect the amenity of neighbouring properties or highway safety and complies with Development Plan.

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 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

(2) Prior to the commencement of development 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 by the Local Planning Authority and implemented prior to the occupation of the dwelling 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) No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of hard and soft landscaping for the site.

Reason: In the interests of amenity and to secure a satisfactory standard of development in accordance with Policy E20 of the Northampton Local Plan.

(5) Notwithstanding the provisions of the Town and Country (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no dormers shall be constructed in the roof of the dwelling hereby permitted without the prior written consent of the Local Planning Authority.

Reason: To safeguard the privacy of neighbouring residents in accordance with Policy E20 of the Northampton Local Plan

(6) Notwithstanding the provisions of the Town and Country (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no windows shall be installed in the building without the without the prior written consent of the Local Planning Authority.

Reason: To safeguard the privacy of neighbouring residents in accordance with Policy E20 of the Northampton Local Plan

(7) Prior to the commencement of development hereby permitted, an investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons

and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority.

The report of the findings must include:

- i) A survey of the extent, scale and nature of contamination
- ii) An assessment of the potential risks to:
 - Human health
 - Property (existing or proposed)
 - Adjoining land
 - Ground waters and surface waters
 - Ecological systems
 - Archaeological sites and ancient monuments
- iii) An appraisal of remedial options, and proposal of the preferred option(s)

Reason: To ensure the effective investigation and remediation of contaminated land sites and in the interests of health and safety and the quality of the environment in accordance with the NPPF.

(8) Prior to the commencement of development hereby permitted, a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings, and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: To ensure the effective investigation and remediation of contaminated land sites and in the interests of health and safety and the quality of the environment in accordance with the NPPF.

(9) The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS 23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure the effective investigation and remediation of contaminated land sites and in the interests of health and safety and the quality of the environment in accordance with the NPPF.

(10) In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of Condition 7 above, and where remediation is necessary a

remediation scheme must be prepared in accordance with the requirements of Condition 8 above, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme, a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with Condition 9 above.

Reason: To ensure the effective investigation and remediation of contaminated land sites and in the interests of health and safety and the quality of the environment in accordance with the NPPF.

(11) Pedestrian visibility splays of 2.4 x 2.4m shall be provided in accordance with details to be first submitted to and approved in writing by the Local Planning Authority prior to the commencement of development hereby permitted. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic or conditions of highway safety in accordance with Policy H6 of the Northampton Local Plan.

(12) Unless otherwise agreed in writing by the Local Planning Authority, no development shall take place until a detailed scheme to enlarge the exiting turning head in Ross Road to the north of the existing vehicle barrier has been submitted to and approved in writing by the Local Planning Authority. The houses hereby approved shall not be occupied or used until the approved scheme has been fully implemented.

Reason: In the interest of highway safety and the free flow of traffic in accordance with the National Planning Policy Framework.

(13) The parking spaces shown on the submitted plan shall be constructed prior to the first occupation of the dwellings hereby approved and retained thereafter.

Reason: In the interest of highway safety and the free flow of traffic in accordance with the National Planning Policy Framework.

(14) Prior to the first use or occupation of the development hereby permitted, the parking spaces shall be paved with a hardbound surface material to the satisfaction of the Local Planning Authority.

Reason: To ensure that the proposed development does not prejudice conditions of highway safety in accordance with Policy H6 of the Northampton Local Plan.

(15) No gates, barrier or means of enclosure shall be erected to the front of the dwellings without the prior written consent of the Local Planning Authority.

Reason: In the interest of highway safety and the free flow of traffic in accordance with National Planning Policy Framework.

10. BACKGROUND PAPERS

10.1 N/2011/0350, N/2010/0409, N/2009/0956, N/2009/0957, N/2009/0958

and N/2012/0290.

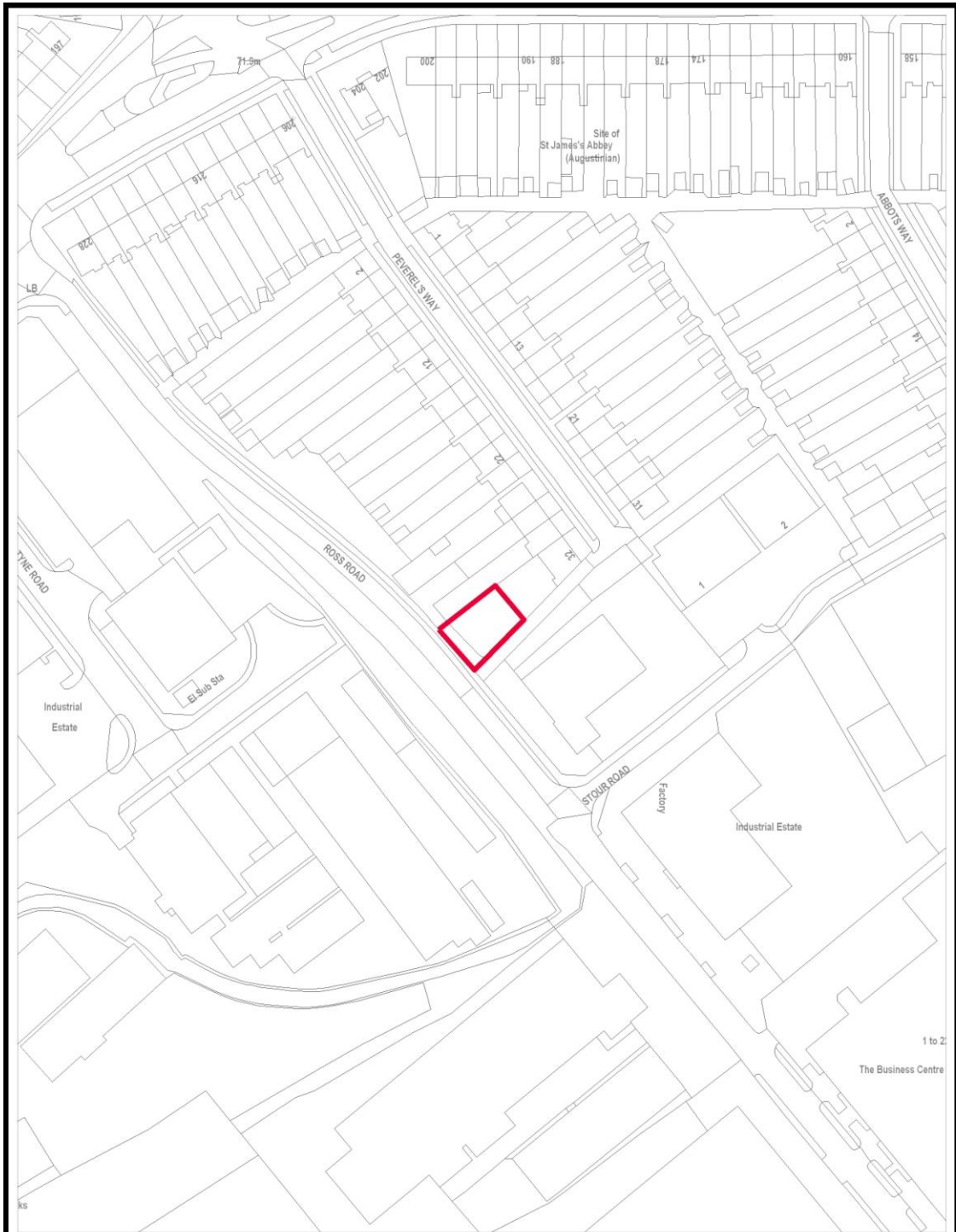
11. LEGAL IMPLICATIONS

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:	Rowena Simpson	14/06/2012
Development Control Manager Agreed:	Gareth Jones	14/06/2012



Name: SW
 Date: 15th June 2012
 Scale: 1:1250
 Dept: Planning
 Project: Site Location Plan

Title
32 Peverels Way (fronting Ross Road)

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