

BOROUGH OF KETTERING

Committee	Full Planning Committee - 19/11/2013	Item No: 5.5
Report Originator	Alan Davies Development Officer	Application No: KET/2013/0564
Wards Affected	Slade	
Location	11 Bridle Way, Cransley	
Proposal	s.73A Retrospective Application: Creation of parking area to include retaining wall and fencing	
Applicant	Mr R Bossart	

1. PURPOSE OF REPORT

- To describe the above proposals
- To identify and report on the issues arising from it
- To state a recommendation on the application

2. RECOMMENDATION

THE DEVELOPMENT CONTROL MANAGER RECOMMENDS that this application be APPROVED subject to the following Condition(s):-

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this planning permission.

REASON: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended) and to prevent an accumulation of unimplemented planning permissions.

2. Use of the parking area shall not commence until details of the type and colour of the facing materials of the retaining wall and the hard surfacing to be used, together with samples, have been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved details.

REASON: In the interests of the visual amenities of the area in accordance with Policy 13 of the North Northamptonshire Core Spatial Strategy.

3. Use of the parking area hereby permitted shall not commence until a scheme of landscaping which shall specify species, planting sizes, spacing and numbers of trees and shrubs to be planted to soften the visual impact of the development has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in the first planting and seeding seasons following the commencement of the use of the development. Any trees or plants which, within a period of 5 years from the date of planting, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

REASON: To improve the appearance of the site and soften the visual impact of the retaining wall in the interests of visual amenity in accordance with Policy 13 of the North Northamptonshire Core Spatial Strategy.

4. Any gates provided at the point of access to the site shall be hung so as to open inwards into the site only.

REASON: In the interests of highway safety in accordance with Policy 13 of the North Northamptonshire Core Spatial Strategy.

5. The gradient of the drive shall not exceed 1 in 15 metres within 5 metres of the edge of the carriageway of the adjoining highway.

REASON: In the interests of highway safety in accordance with Policy 13 of the North Northamptonshire Core Spatial Strategy.

6. Use of the parking area hereby approved shall not commence until pedestrian visibility splays of 2.4 metres by 2.4 metres have been provided at the junction of the access road with the public highway. These splays shall thereafter be permanently kept free of all obstacles to visibility over 0.7 metres in height above carriageway level.

REASON: In the interests of highway safety in accordance with Policy 13 of the North Northamptonshire Core Spatial Strategy.

Officers Report for KET/2013/0564

This application is reported for Committee decision because a ward member has asked for it to be considered.

3.0 Information

Relevant Planning History

KET/2013/0486 – Lawful Development Certificate: Single storey rear extension, alteration to roof and dormers to rear. Issued 16/09/2013.

KET/2008/0355 – Single storey part side and rear extension: conservatory. Approved 10/06/2008.

Site Description

Officer's site inspection was carried out on 26/09/2013.

The application site lies on the north side of Bridle Way, Great Cransley, a small village approximately 1 mile to the southwest of Kettering town. The site lies just outside of Cransley Conservation Area. The property is a two storey semi-detached post-war dwelling with an off-white painted render finish. The dwelling sits on a higher level than Bridle Way and the dwellings to the south are at the same level as Bridle Way. The upwards sloping land level in a northern direction towards the dwelling increases approximately 3 metres in height from the highway over a distance of approximately 9 metres. At the front of the site there is a 2 metre high mature hedge, a large sloped front and side lawn and an overall plot size which measures approximately 22 square metres.

Proposed Development

It is proposed to excavate part of the sloped front and side garden to provide a parking area for 3 vehicles clear of the highway. The front parking area will have a footprint of 6.6 metres width and 9.3 metres depth providing sufficient space for 2 vehicles. There will be a small set of steps to the house. At the rear of the front parking area an enclosed area, which will also feature a turf roof, will provide a further parking space. This enclosed area will be 3.8 metres wide and 7 metres deep. As a result of the turf roof its maximum internal height will be 3 metres. Supporting walls will be required to create the parking space. This will be created using concrete breezeblocks and then painted to finish.

Any Constraints Affecting the Site

None

4.0 Consultation and Customer Impact

Parish Council

No objection provided that facing bricks are used to help the retaining wall blend with the surrounding environment. Relevant visibility splays should be provided.

Neighbours

No comments received.

5.0 Planning Policy

National Planning Policy Framework

Section 7: Requiring Good Design.

Development Plan Policies

North Northamptonshire Core Spatial Strategy

Policy 13: General Sustainable Development Principles.

Local Guidance

Northamptonshire County Council Highways Standing Advice for Local Planning Authorities (April 2013).

6.0 Financial/Resource Implications

None

7.0 Planning Considerations

The key issues for consideration in this application are:-

1. Principle of development
2. Design, character and appearance
3. Residential amenity
4. Highway safety

1. Principle of development

Section 38(6) of the Planning and Compulsory Purchase Act requires Local Planning Authorities to determine applications for planning permission in accordance with the Development Plan if regard is had to the Plan, unless other material considerations indicate otherwise. In this particular case it is Policy 13 of the North Northamptonshire Core Spatial Strategy that forms the relevant policy of the Development Plan. Policy 13 requires well-designed development that does not have a detrimental impact upon residential amenity, the appearance of the surrounding area or the safety of the local highway network. National planning guidance in the form of Section 7 of the National Planning Policy Framework encourages high standards of design. It is considered that, with the imposition of conditions, this proposal will satisfy the aforementioned policies and this is discussed in further detail in the following sections of this report.

2. Design, character and appearance

Due to the steep slope from Bridle Way towards the dwelling and beyond a significant amount of earth will have to be removed in order to

provide a parking area which has a gradient of less than 1:15 as required by Northamptonshire County Council Highways Standing Advice for Local Planning Authorities. As such, part of the parking area, including the rear section, will sit at a lower level within the garden. This will help to achieve a level access to the parking area in accordance with by Northamptonshire County Council Highways Standing Advice. In order to help to minimise the visual impact of what could appear as a large engineering operation in the front garden it is proposed to cover the rear section of parking with a turf roof, thereby creating an enclosed space that, when viewed from surrounding properties, appears to be part of the existing front and side garden. This will help to minimise the visual impact of the rear parking space, resulting in a parking area when viewed from Bridle Way that will appear as a double parking space instead.

The Parish Council have raised concerns about the proposed materials for the retaining wall and wish for the retaining wall to be brick faced. The application site is to the east of Cransley Conservation Area and the host property, along with the surrounding dwellings on this side of Bridle Way, are all rendered off-white colour post-war semi-detached properties. The only use of brick on these properties is the first few courses at damp proof level. The dominant colour and material of the host property and the neighbouring properties is an off-white render. Whilst it is considered that the applicant's choice of surface materials (painted concrete blocks) would have a detrimental impact upon the appearance of the area it is considered that facing bricks would appear equally out of character.

Therefore it is proposed that the retaining wall is rendered and painted the same off-white colour in order to match the external appearance of the host dwelling. In order to soften the clean, bright appearance of the retaining walls a condition is proposed which will require details of planting to soften the impact and integrate the retaining wall into the surrounding garden. The hard standing will be created with block pavers, details of which will be required by condition. Provided the conditions are adhered to this proposal will not have a detrimental impact upon the host property or the character of the surrounding area and thus would comply with Policy 13 of the North Northamptonshire Core Spatial Strategy and Section 7 of the National Planning Policy Framework.

3. Residential amenity

Paragraph 1) of Policy 13 of the North Northamptonshire Core Spatial Strategy states that development should 'not result in an unacceptable impact on the amenities of neighbouring properties or the wider area, by reason of noise, vibration, smell, light or other pollution, loss of light or overlooking'. It is considered that this proposal would not result in such detriment and no objections have been received from neighbouring residents concerning the scheme. The issue of visual amenity is discussed in the previous section and as it is also considered that the

proposal will not have a detrimental visual impact upon surrounding residents it accords with Policy 13 of the North Northamptonshire Core Spatial Strategy.

4. Highway safety

The Parish Council have referred to the need for the proposal to accord with Northamptonshire County Council's Highways Standing Advice. The proposal is for 3 parking spaces clear of the highway and these spaces will be surrounded by retaining walks. Therefore the parking area must be at least 5.5 metres wide and 6 metres deep, which this proposal is. In addition, sufficient vehicle and pedestrian visibility splays are required. The required vehicular visibility splay of 2 metres by 43 metres in either direction measured from the edge of the highway will be provided by this proposal. As Bridle Way is a cul-de-sac vehicular speeds are slower than the 30 mph. speed limit and the level of traffic is commensurate with a residential cul-de-sac serving less than 20 dwellings.

Highways Standing Advice requires a 2.4 metre by 2.4 metre pedestrian visibility splay within the application property and within the triangle formed there should be no obstacles over 0.6 metres in height. The width of the opening onto the highway is 6.6 metres. Therefore there is sufficient width within the access area to provide visibility splays. However, the retaining walls will interrupt the clear line of visibility as the height of the wall will be 0.7 metres in height in the affected areas. This is only 0.1 metres greater than the height required by Northants County Council Highways Standing Advice and therefore it is considered that it would be unjustified to refuse this proposal on the basis that the structure within the proposed pedestrian visibility splays would marginally exceed that required in local planning guidance. Therefore it is considered that the proposal would still not have a detrimental impact upon local highway safety and thus accords with Policy 13 of the North Northamptonshire Core Spatial Strategy in respect of highway safety.

Conclusion

The proposal has been designed in a way to minimise its visual impact as a result of the variation of ground levels at site. It has therefore been designed to not have a detrimental impact upon 11 Bridle Way or the surrounding area, will have no visual impact upon the Conservation Area whatsoever and will not result in the loss of residential amenity for neighbouring residents. The proposal complies with the Development Plan and national guidance and therefore is recommended for approval.

Background Papers

Title of Document:

Date:

Contact Officer:

Alan Davies, Development Officer on 01536 534316

Previous Reports/Minutes

Ref:

Date:

