

13/00275/DPA	Proposed 3 bedroom detached house with off road, undercroft parking and associated works at 18 Ripley Road, Cottingham
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Background

This application relates to an area of land associated with No.18 Ripley Road, an end-of-terrace property on the south side of Ripley Road in Cottingham village. This area is characterised by a mixture of detached, semi-detached and terraced dwellings which front onto a linear road. There is a terrace of three properties directly opposite the application site.

There is a history of applications at this site. An outline planning application for a single detached dwelling on the site was refused by the Authority in 2008 for the following reasons:

The principle of a single detached dwelling to the side of 18 Ripley Road as proposed would not reflect the character of the area due to its siting and form. A new dwelling at this location would relate poorly to the existing dwelling and pattern of development in the vicinity. The siting of the new dwelling would have an adverse impact within the street scene and would therefore be contrary to 'Saved' Policies P1(E) and P4(R) of the Corby Borough Local Plan and key principles outlined in Planning Policy Statement 3.

The applicant appealed the decision and was successful, as The Planning Inspectorate granted outline planning permission on the site.

There were two detailed applications in 2010 for a single dwelling, the first of which was withdrawn, but the latter, for a 3-bedroom property, was approved.

Earlier in 2013 the Authority received an application for 2 No. flats on the site. This application was also withdrawn. A revised application for 2 flats was refused for the following reasons:

The proposal to construct 2.No. flats and associated works on land to the side of 18 Ripley Road, Cottingham is considered to represent an unacceptable form of development. The development as proposed would constitute an overdevelopment of the site and the siting, scale, amenity impact and overall appearance of the building would not respect or enhance the character of the area. The lack of parking would be further detrimental to the amenity of the area and is likely to lead to highway safety issues. The development is therefore contrary to 'Saved' Policy P1(E) of the Local Plan, Policy 13 of the North Northamptonshire Core Spatial Strategy and to Paragraph 64 of the National Planning Policy Framework.

The applicant has now decided to pursue a proposal for a single house.

Description

The proposal is for the erection of a two storey building to provide 1 no. 3-bedroom house and associated works. The ground floor accommodation would comprise of an entrance hall, study, store, cloakroom, kitchen and lounge/diner. The first floor would have a hallway, three bedrooms, a bathroom and an en-suite.

There would be an off-street parking space, part of which would be underneath the first floor of the property, and access along the side of the property to the rear garden.

Site History

- 07/00621/OUT - Two storey detached house – Application Refused – Granted on Appeal

- 10/00153/DPA – New build 3 bedroom detached house with garage and parking – Application Withdrawn.
- 10/00335/DPA - New build 3 bedroom property – Application Approved
- 13/00011/DPA - Erection of a two storey building to provide 2 no. apartments and associated works – Application Withdrawn
- 13/00145/DPA - Erection of a two storey building to provide 2 no. apartments and associated works – Application Refused

Policies & Guidance

- ‘Saved’ Policy P1(E) of the Corby Borough Local Plan.
- Policies 10 & 13 of the North Northamptonshire Core Spatial Strategy.
- National Planning Policy Framework

Consultation

- **Cottingham Parish Council** – Are opposed to the development on the grounds that only half the parking space would be under cover and the slope could be difficult to manage in winter conditions. The size of bedrooms could result in an increase in vehicles using Ripley Road. The size of property is more than double that at No.20 and there would be no side entrance from the passage between No.18 and the new property.
- **Environment Agency** – Do not object to the application. Requests further information relating to foul drainage.
- **CBC Environmental Health** – Do not object to the proposal. Request a precautionary contamination condition and state that provision should be made for recycling and refuse.
- **CBC Landlord Services Manager** – No objections
- **Anglian Water** – No representations received
- **CBC Housing Strategy** – No issues so long as parking is sufficient for size.
- **Highway Authority** – No representations received.

Advertisement/Representations

1. Site Notice – A site notice was posted on a lamp column close to the front of the property on 25.09.13.
2. Public Notice – Not required in this case as the site is not within a Conservation Area.
3. Neighbour Notification – Nos 9-27 Ripley Road and Odd Nos 13-17 Bancroft Road were notified
4. Summary of Representations – Three objections received, from the occupants of 19, 20 & 29 Ripley Road. The planning objections relate to concerns over:
 - Limited off-street parking proposed & of impractical nature
 - Parking problems in the area as there is existing congestion in the street
 - The height of the building
 - Drainage concerns
 - Damage to landscaping
 - Loss of privacy
 - Overdevelopment of the site & one dwelling too many in the street
 - Shared access arrangements are unsuitable

Report

Background and Principle of Development.

There is a recent history of applications at this site as detailed above, with outline planning permission for a single dwelling being refused by the Borough Council back in 2008, but later granted on appeal by The Planning Inspectorate.

Since outline permission was granted and the principle of development for a single dwelling established on the land, there have been a number of applications at the site, with a detailed application for a dwelling being approved in 2010. A new bungalow has also recently been permitted and constructed directly opposite the application site at No. 17 Ripley Road.

There have been Policy changes since the original outline consent was granted on the site, with the introduction of the National Planning Policy Framework replacing Planning Policy Statement 3, and at a local level, with the introduction of the Core Spatial Strategy to replace some of the 1997 Local Plan Policies.

The principle of developing this site for a single dwelling has already been established through the Inspector's decision to grant permission for a single property on the land.

Referring to the site itself, it is a piece of garden land between Nos 18 and 20 Ripley Road in Cottingham. Ripley Road is linear in nature and there is a mixture of detached, semi-detached and terraced dwellings of fairly simple designs fronting onto the road. At this particular section of Ripley Road, the dwellings on the south side are set lower than the road, and moving from west to east along Ripley Road, the land slopes upwards.

Design, Siting and Scale

The proposal is for a detached 3-bedroom property on the area of land to the side of Nos 18 and 20 Ripley Road. The building would be in alignment with both No.18 and No.20 and so would not break the build line which is prevalent along this stretch of Ripley Road.

Accommodation would comprise of an entrance hall, study, store, cloakroom, kitchen and lounge/diner. The first floor would have a hallway, three bedrooms, a bathroom and an en-suite.

With regard to siting, the proposed building would be set away from No.18 Ripley Road by some 1.6 metres, and by some 7.6 metres from the house at No.20, so would not appear as cramped in its location.

The building would be two storeys in height with a pitched roof and would have an eaves height of 5.1 metres and a ridge height of 7.9 metres. The ground floor would be larger than the first floor, and front to back, in its amended form, the building would be 12 metres in depth, compared with 13.5 metres as originally submitted and as previously refused in the flats application. It would be 6.97 metres in width.

It would be set on slightly higher land than the existing property at No.18 and would be slightly lower than the property No.20 owing to a slope in the land between the two properties.

With exception of the partial undercroft area for parking, the building is of a fairly simple design, now with a hipped roof, and is considered to be as reflective of the area as is possible given the constraints of the site. It has been designed to have a single storey 'extension' to the rear, but this has been reduced in size following officer concerns.

The visual relationship, particularly with No.18 Ripley was of some concern, but the amended plans now show an improved relationship as the ground floor area has been reduced and the small lean-to section closest to No.18 has been removed.

The amendments to the application are considered to improve the visual relationship between the new property and the existing one at No.18. The new building would be larger than both adjacent properties, but the relationship, particularly with No.18 which is set on lower ground, is now considered to be acceptable as there has been a reduction in scale and improvements to the visual impact.

It would be reasonable to restrict further extensions to the property in the interests of safeguarding residential amenity and this can be achieved by removing "permitted development" rights by condition.

Effect on Amenity/Parking/Drainage

The proposed building would be two storeys in height and would have windows at first floor level to the front elevation (facing onto Ripley Road), rear elevation (facing into the garden)

and the side elevations (facing towards the side of the existing houses at 18 & 20 Ripley Road). The windows to the front elevation would serve bedrooms and a kitchen, whilst the ones to the rear would serve a bedroom and bathroom. The side elevation windows would be for the landing and en-suite.

There have been objections to the application and privacy is one of the issues raised. The relationship between the new first floor windows and the areas they would look towards is considered to be reasonable and acceptable. The side windows would be for the landing and en-suite, whilst the rear bedroom window would look towards the gardens of neighbouring properties, rather than towards the houses themselves.

To ensure that no additional overlooking takes place, it would be reasonable to revoke the right to insert additional windows in the side elevations of the property. As with extensions, this can be achieved by removing permitted development rights by condition.

With regard to the impact upon No.18, there would however be some loss of light to this property due to the orientation of the rear gardens and the path of the sun, but the amended plans show a reduction in the ground floor footprint and the overall impact is now considered to be acceptable.

The relationship between the new building and properties on Bancroft Road which would back onto the rear garden of the site is considered to be acceptable and there have been no objections from residents in this street.

With regard to parking, the applicant is proposing one off-street parking space, which would be partially under the first floor of the property, as there is a recess at ground floor level. There have been objections to the proposal in relation to parking and congestion in the area.

Following numerous visits to the site through this application process and over recent years, it is noted that even during the day, parking on Ripley Road is an issue. Some properties have driveways but not all do. Newer properties that have been constructed since the original Ripley Road development was built all have off-street parking and it is reasonable that parking is provided in this case.

The practicality of the parking space has been questioned by objectors. The amended plans for the application further widen this space to 3 metres (the same width as a disabled parking space), so there will be adequate space to park a vehicle off-street without blocking the front door.

There has been no objection to the proposal from the Highway Authority and in the absence of parking standards it is considered that the parking as proposed is acceptable. To refuse the application on parking grounds without backing of the Highway Authority on highway safety grounds would be unreasonable. A condition to restrict the height of the front boundary treatment will ensure that visibility is acceptable from the driveway.

Given the rural location and the known congestion in the street, it would also be reasonable to impose a condition which retains the parking space for the lifetime of the development.

Objections have also been raised in relation to drainage. The Environment Agency have not objected to the application but have requested further information relating to foul drainage. This issue can be addressed under the Building Regulations if permission is granted.

Bin Storage/Collection & Other Matters

Under the council's current waste & recycling scheme, the new property would be required to have 3 wheeled bins and a food waste caddy, with collection to take place from the kerbside.

The plans as submitted show that bins would be placed in the rear garden, with a side access being provided between No.18 and the new property to/from both rear gardens.

This access arrangement is shown to be within the applicant's red line boundary, and notwithstanding objections on the grounds of a shared access, this is considered to be a reasonable layout.

There has been no objection to the proposal from Environmental Health and bin collections would be able to take place on the street as per the arrangements for the neighbouring properties.

Conclusions

In conclusion, the principle of development at this site has been established for one dwelling and following the refusal for two flats earlier in 2013, the applicant has reverted back to one property, and through the submission of amended plans, has improved the proposal to a degree which would make it difficult to justify a refusal of permission.

As now proposed, the dwelling has a hipped roof rather than a pitched roof and this has considerably improved the appearance and scale of the property. There has also been a reduction in the ground floor footprint which has improved the impact upon No.18.

There is now off-street parking which has also been improved through the application process and the imposition of planning conditions will allow the Authority to retain control over the property's size, number of windows, drainage details and visibility.

Accordingly, and subject to conditions, the recommendation is for approval.

RECOMMENDATION:

Approve subject to the following conditions:

1. The development must be begun not later than the expiration of three years, beginning with the date of this permission.

Reason: To accord with Section 91 of the Town and Country Planning Act 1990;

2. Before construction of the dwelling commences, samples of the brickwork and roofing materials shall be submitted to and approved in writing by the Local Planning Authority. Development shall only take place in accordance with the approved details.

Reason: In the interests of visual amenity and to protect the character and appearance of the area in line with Policy P1(E) of the Corby Borough Local Plan & Policy 13 of the North Northamptonshire Core Spatial Strategy.

3. If, during development, contamination is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a method statement which details a scheme for dealing with the suspected contamination has been submitted to and approved in writing by the Local Planning Authority.

Reason: To take account of any contamination that is not apparent at this moment in time

4. Full details of all boundary treatments shall be submitted to and approved in writing by the Local Planning Authority. Development shall only take place in accordance with the approved details. All boundary treatments shall be in place before the property is first occupied.

Reason: In the interests of residential amenity in accordance with Policy 13 of the North Northamptonshire Core Spatial Strategy.

5. Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (Amendment) (No. 2) (England) Order 2008 or any subsequent revisions, no extensions, no alterations to the roof and no additional windows shall be inserted in the side elevations of the building without the written approval of the Local Planning Authority.

Reason: In the interests of residential amenity in accordance with Policy 13 of the North Northamptonshire Core Spatial Strategy.

6. The driveway space to the front of the property as approved shall at all times remain available for parking a vehicle.

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

7. This approval relates to the amended drawing by ADC Architecture & Development – Planning Issue General Arrangement Dwg No. PL-131/1

Reason: For the avoidance of doubt and in the interests of proper planning.

Reasons for Approval:

The proposal to erect a detached dwelling on land to the side of 18 Ripley Road, Cottingham would comply with 'Saved Policy' P1(E) of the Corby Borough Local Plan and Policy 13 of the North Northamptonshire Core Spatial Strategy. The principle of residential development has already been established and the dwelling as proposed would be acceptable with regard to its design, siting, scale appearance and would have acceptable impacts upon the degrees of privacy and amenity of neighbouring properties and would be acceptable with regard to highway safety.

Statement of Applicant Involvement:

Discussions took place with the applicant and their agent prior to the application being made. During the application process, amended plans were received, which have resolved issues of scale, appearance, amenity impact and the usability of the parking space.

Note to Applicant

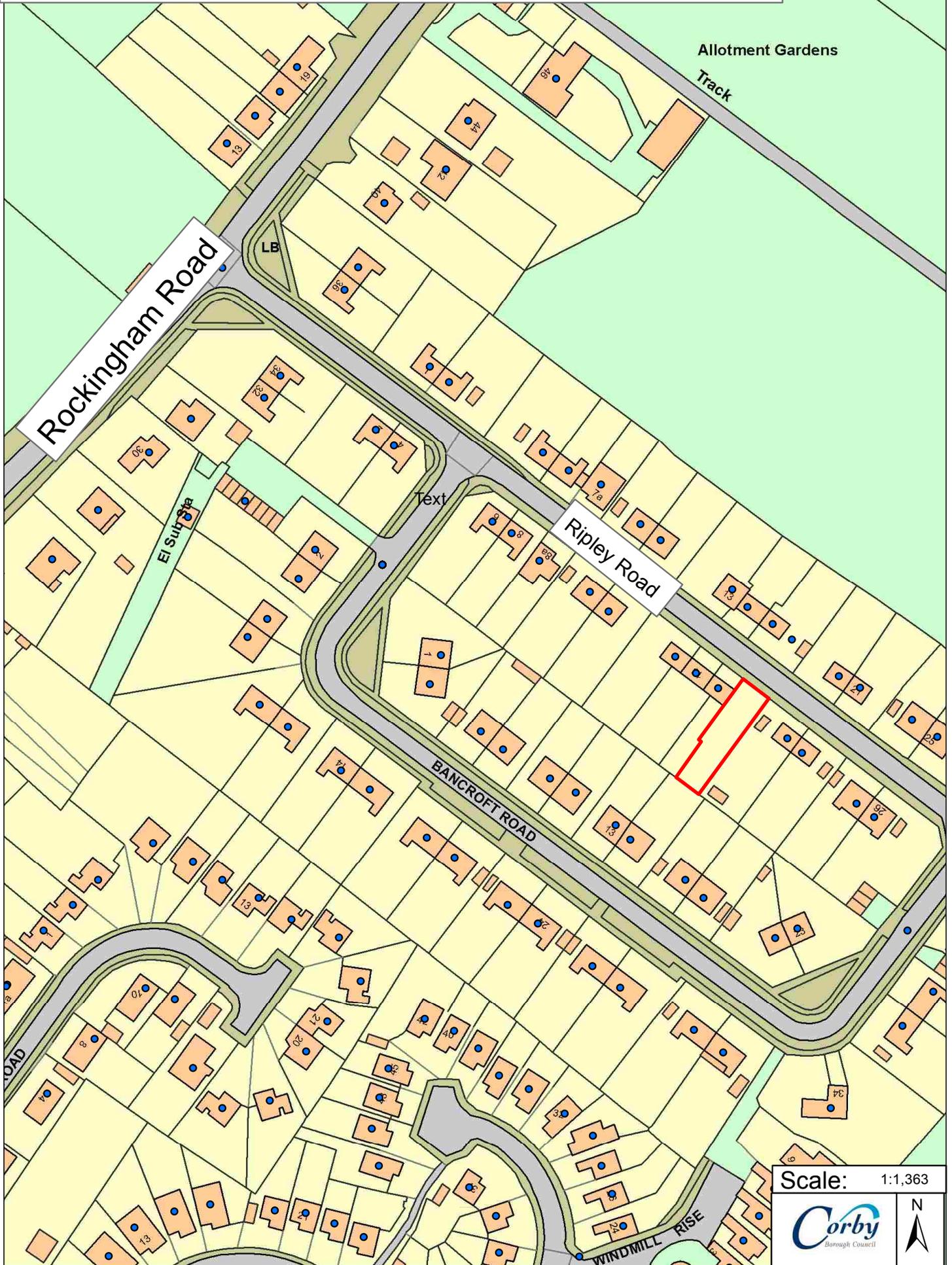
In respect of Condition 4 – the front boundary treatment must not exceed 0.6 metres in height as shown on the approved plan in order to preserve visibility from the new driveway.

Officer to Contact:

Dean Wishart

13/00275/DPA

18 Ripley Road Cottingham



Scale: 1:1,363

