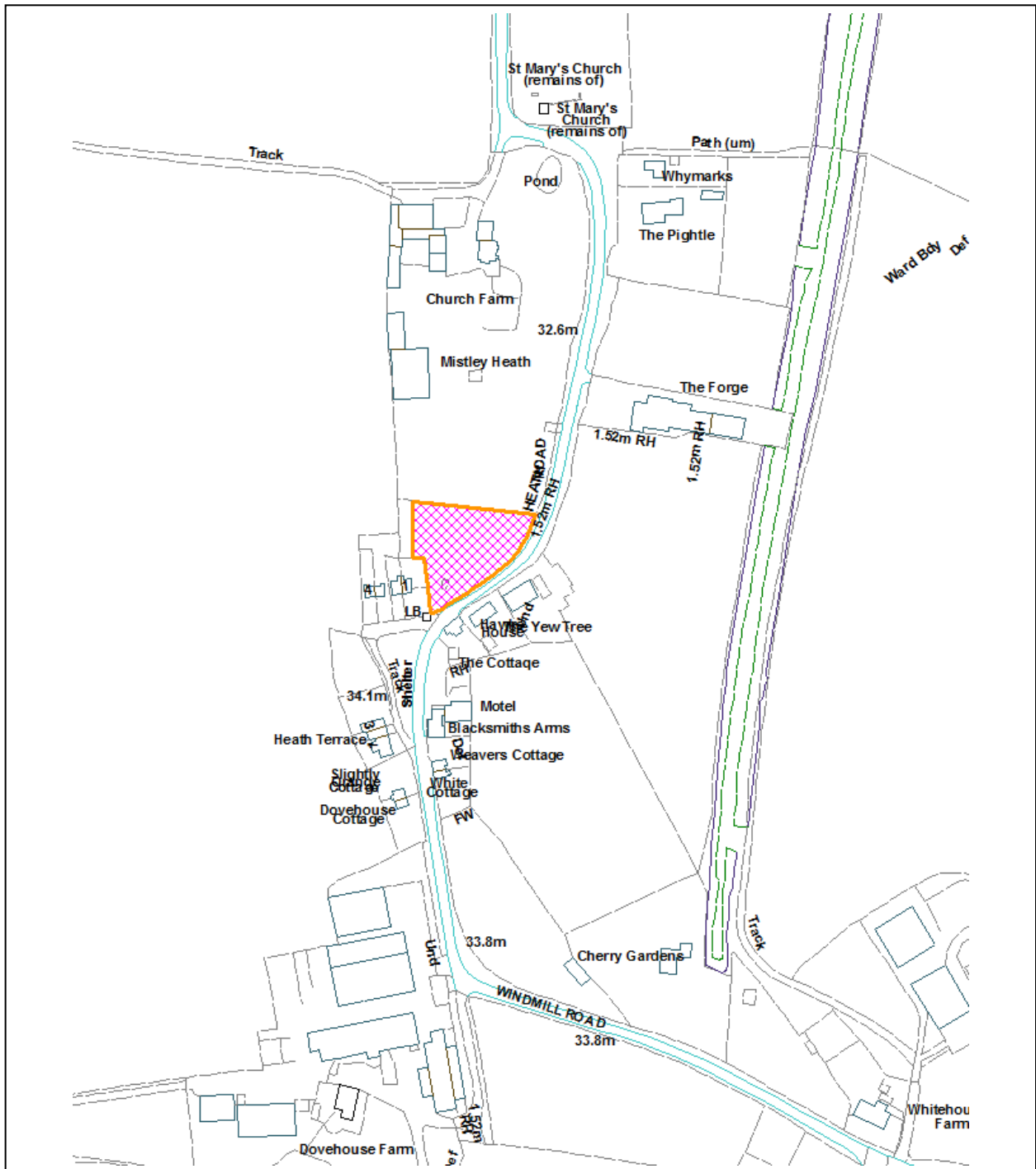


PLANNING COMMITTEE

25th August 2015

REPORT OF THE HEAD OF PLANNING

A.7 PLANNING APPLICATION - 15/01085/DETAIL - LAND OPPOSITE THE YEW TREE, HEATH ROAD, MISTLEY, CO11 2QJ



DO NOT SCALE

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Application:	15/01085/DETAIL	Town / Parish: Mistley Parish Council
Applicant:	Granville Developments	
Address:	Land opposite The Yew Tree Heath Road Mistley CO11 2QJ	
Development:	Erection of two pairs of semi detached dwellings and associated garages.	

1. **Executive Summary**

- 1.1 This application has been referred to Planning Committee at the request of Members in approving the outline planning permission 15/00378/OUT at the Planning Committee meeting on 30th June 2015.
- 1.2 The application seeks reserved matters approval (access, appearance, landscaping, layout and scale) for the erection of two pairs of semi-detached two storey dwellings and associated garages.
- 1.3 The application site is situated on the northern side of Heath Road and extends to 0.21 hectares of grassland with an outbuilding. The site lies outside of the Settlement Development Boundary of the Saved Local Plan (Tendring District Local Plan 2007), but within the Settlement Development Boundary of Mistley Heath in the Draft Plan (Tendring District Local Plan Proposed Submission Draft 2012 as amended by the Tendring District Local Plan: Pre-Submission Focussed Changes 2014).
- 1.4 The principle of residential development was accepted in the grant of outline planning permission and the detail provided within this application raises no objection in relation to design, landscape impact, highway safety or impact on neighbours.

Recommendation: Approve

Conditions:

1. Approved plans.
2. Implementation of landscaping as shown.
3. Boundary treatments.
4. All carriageways provided at 5.5m between kerbs or 6.0m where vehicular access is taken but without kerbing.
5. Each individual vehicular access constructed at right angles to the highway boundary and to a width of 3.7m and each shared vehicular access constructed at right angles to the highway boundary and to a width of 5.5m and with an appropriate dropped kerb vehicular crossing of the footway/highway verge.
6. Construction Method Statement.

2. Planning Policy

National Planning Policy Framework (2012)

The National Planning Policy Framework attaches great importance to the design of the built environment and confirms good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings. 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.

Local Plan Policy

Tendring District Local Plan 2007

- QL1 Spatial Strategy
- QL9 Design of New Development
- QL10 Designing New Development to Meet Functional Needs
- QL11 Environmental Impacts and Compatibility of Uses
- HG9 Private Amenity Space
- EN1 Landscape Character
- TR1A Development Affecting Highways
- TR7 Vehicle Parking at New Development

Tendring District Local Plan: Proposed Submission Draft (2012) as amended by the Tendring District Local Plan: Pre-Submission Focussed Changes (2014)

- SD4 Smaller Rural Settlements
- SD5 Managing Growth
- SD8 Transport and Accessibility
- SD9 Design of New Development
- PEO1 Housing Supply
- PEO4 Standards for New Housing

Other Guidance

Essex County Council Car Parking Standards - Design and Good Practice

Essex Design Guide

2. Relevant Planning History

The site has the following planning history:

App No.	Description	Decision	Date
15/00378/OUT	Erection of two pairs of semi detached dwellings and associated garages.	Approved	03.07.2015

4. Consultations

Mistley Parish Council	Mistley Parish Council makes no comment on the planning application. However, Mistley Parish Council requests that Tendring District Council engages with the applicant to make provision for a footpath along the road to link up with proposed development at Church Farm House (next door) where a roadside footpath has been specified.
Essex County Council Highways	No objection subject to following conditions: 1) Proposed vehicular access shall be reconstructed in precise accord with the details shown at right angles to the highway boundary and shall be provided with an appropriate vehicular crossing of the footway/highway verge. 2) Vehicular visibility splays as shown and shall be maintained in perpetuity free from obstruction exceeding a height of 600mm southerly and clear to ground northerly. 3) All carriageways should be provided at 5.5m between kerbs or 6.0m where vehicular access is taken but without kerbing. 4) All off street car parking shall be in precise accord with the current Parking Standards. 5) Single garages shall have minimum internal dimensions of 7m. x 3m and shall be provided with vehicular doors a minimum width of 2.3m. 6) Details of the provision for the storage of bicycles for each dwelling. 7) Details of a vehicular turning facility for service and delivery vehicles of at least size 3 dimensions. 8) No unbound materials shall be used in the surface treatment of the proposed vehicular accesses within 6m of the highway boundary. 9) Each individual proposed vehicular access shall be constructed at right angles to the highway boundary and to a width of 3.7m and each shared vehicular access shall be constructed at right angles to the highway boundary and to a width of 5.5m and shall be provided with an appropriate dropped kerb vehicular crossing of the footway/highway verge. 10) Construction Method Statement providing for: i. the parking of vehicles of site operatives and visitors ii. loading and unloading of plant and materials iii. storage of plant and materials used in constructing the development iv. wheel and under body washing facilities.
Essex County Council Highways	No objection subject to following conditions: 1) Proposed vehicular access shall be reconstructed in precise accord with the details shown at right angles to the highway boundary and shall be provided with an appropriate vehicular crossing of the footway/highway verge. 2) Vehicular visibility splays as shown and shall be maintained in perpetuity free from obstruction exceeding a height of 600mm southerly and clear to ground northerly. 3) All carriageways should be provided at 5.5m between kerbs or 6.0m where vehicular access is taken but without kerbing. 4) All off street car parking shall be in precise accord with the current Parking Standards. 5) Single garages shall have minimum internal dimensions of 7m. x 3m and shall be

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5. Representations

5.1 One letter of objection has been received on the following grounds:

- Footpath should be provided along frontage to link to Church Farm development next door where a footpath has been specified (two dwellings were allowed at appeal under 14/01541/OUT to the northern boundary of this site but no footpath was required by the Inspector in allowing the appeal. It was also not a requirement of the Highway Authority in supporting the outline planning application so cannot reasonably be required).
- Should consider widening the road here by 1 metre plus to allow free passage of buses (this was not a requirement of the Highway Authority in supporting the outline planning application so cannot reasonably be required).

6. Assessment

The main planning considerations are:

- Visual Impact
- Highway safety
- Residential amenity

Proposal

- 6.1 The application seeks reserved matters approval (access, appearance, landscaping, layout and scale) for the erection of two pairs of semi-detached two storey dwellings and associated garages.
- 6.2 The details are as shown on the indicative plans submitted with the outline planning application. There has been a small amendment to provide parking spaces and garages in accordance with the dimensions of the parking standards, but the proposals are otherwise unchanged.
- 6.3 The two pairs of semi-detached dwellings are of identical but handed design with detached single garages to either end and a shared detached double garage in the middle. The dwellings measure maximum 8.5 metres high by 15.5 metres wide per pair, and maximum 10.4 metres deep. They have been well designed to break up their bulk using varied ridge lines, projecting gables, dormer windows and porches. They are constructed of red multi stock bricks, with beige rendered gables and red plain tiles to the roof with garages of

matching materials. The houses are set 10-11metres back from the highway behind a 4 metre wide grass strip with hedgerow.

Site location

- 6.4 The application site is situated on the northern side of Heath Road and extends to 0.21 hectares of grassland with an outbuilding. The site benefits from hedgerow screening to the highway with scattered trees along the northern boundary of the site. To the south and west of the site are residential properties which are predominately two storey in height with the exception of a bungalow on the opposite side of the road. To the north of the site lies an area of grassland comprising of various outbuildings (which has outline planning permission for two detached dwellings under 14/01541/OUT allowed at appeal). To the west of the site behind the existing residential properties lies agricultural land.

Visual Impact

- 6.5 The detailed design, scale and materials of the proposed dwellings would be in keeping with surrounding development. Adequate landscaping is shown with hedgerows to the front boundaries and small plants and implementation of the landscaping as shown is required by condition.
- 6.6 The shared detached double garage in the centre of the site between plots 2 and 3 is set back 29 metres from the highway. This is to accommodate a central turning head and adequate off street parking for the dwellings. The garage measures 4.7 metres high by 7.3 metres deep and 6.3 metres wide. Although this deep siting is out of character with surrounding development it will largely be screened in views from the road by the two pairs of dwellings, and the site benefits from a good level of existing screening so the shared garages would not be materially harmful to the character of the surrounding area.

Highway Safety

- 6.7 The amended plans show one garage and one off street parking space to each of the four dwellings in accordance with the adopted parking standards.
- 6.8 The Highway Authority has no objection subject to ten conditions as detailed above. Conditions 1, 2, 7 and 8 are already included on the outline planning permission so do not need to be re-imposed. Conditions 4 and 5 are already shown on the plans so are covered by the approved plans condition. Condition 6 is unnecessary as the garages can be used for cycle storage. Conditions 3, 9 and 10 are agreed and are included within the recommendation. The proposal is therefore considered acceptable in terms of highway safety.

Residential Amenity

- 6.9 There are no close neighbours to the northern boundary, and adequate separation to the site with outline planning permission for two dwellings. Opposite the site dwellings are around 21 metres away so would not be adversely affected by the development.
- 6.10 To the immediate west is a semi-detached two storey dwelling with an open side boundary to the site. The landscaping plan shows a new hedgerow along the shared front boundary with no further details of boundary treatments to the rear. A condition is therefore recommended to secure a fence/wall to this neighbour's boundary to preserve their privacy. This will also require details of boundary treatments to preserve the privacy between the four proposed dwellings.

- 6.11 The neighbour to the west has numerous openings on their facing elevation but retain a side garden of around 8 metres wide. The proposed dwellings would therefore result in no material harm in terms of loss of light or outlook and have only a ground floor window serving a hall on the facing elevation so would not result in loss of privacy. Plot 1 has a detached single garage with the side corner on the boundary with the neighbour. It was requested that this garage was removed or moved off the boundary but this was not included within the amended plans. Given the 8 metre wide side garden to the neighbour, the single storey (4.8 metres) height of the garage, and its orientation so only the rear corner is on the boundary the garage would not result in any material harm to neighbouring amenity.
- 6.12 Each property is provided with in excess of the minimum 100 square metres private amenity space required under Saved Policy HG9.

Background Papers

None