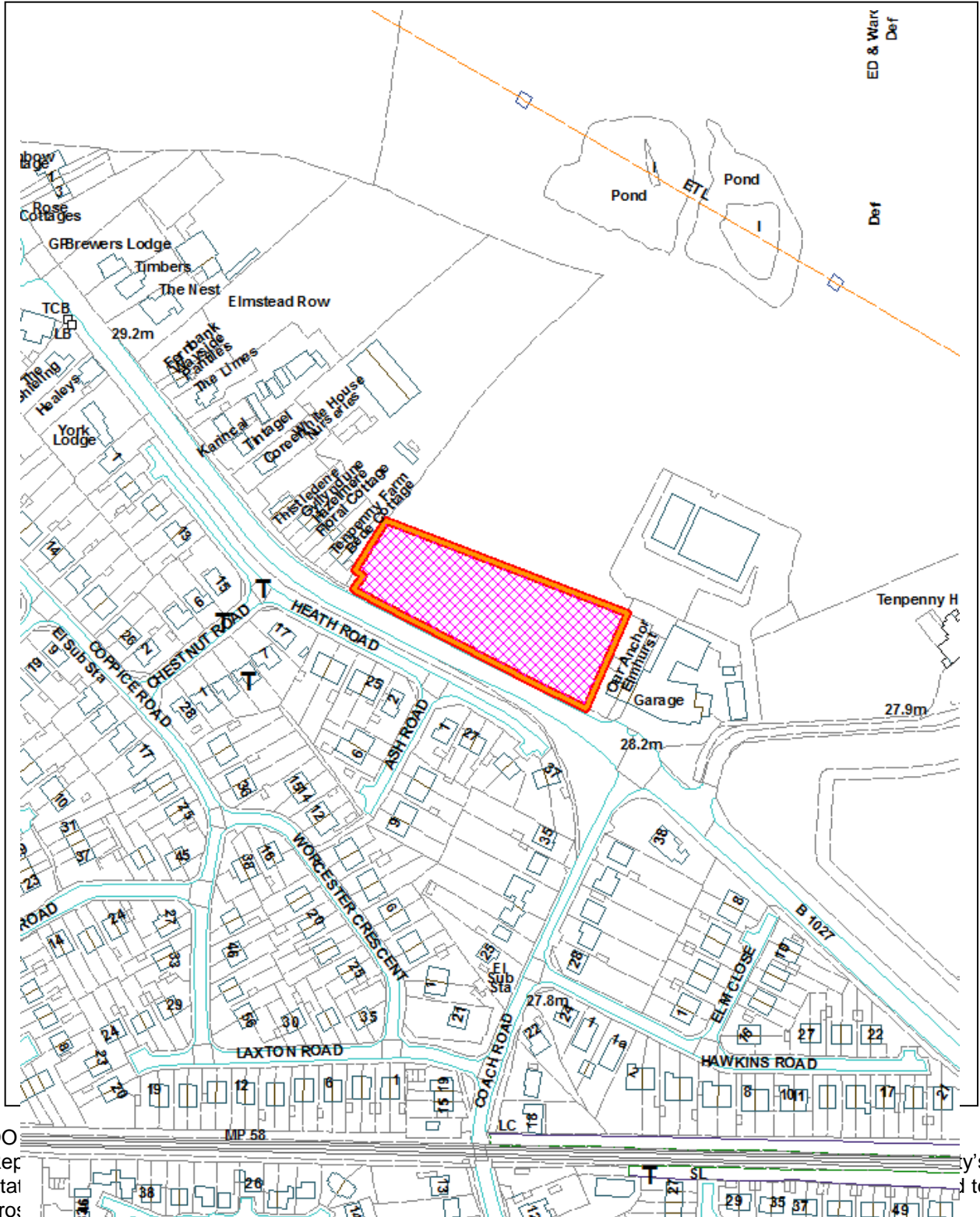


PLANNING COMMITTEE

20TH OCTOBER 2015

REPORT OF THE HEAD OF PLANNING

A.10 PLANNING APPLICATIONS - 15/00674/OUT - LAND AT TENPENNY FARM, NORTH OF ST OSYTH ROAD, ALRESFORD, CO7 8DJ



Application:	15/00674/OUT	Town / Parish: Alresford Parish Council
Applicant:	Sibbons (Alresford) Ltd	
Address:	Land at Tenpenny Farm, North of St Osyth Road Alresford	
Development:	Outline planning application with all matters reserved, proposed residential development, erection of 8 no. detached dwellings.	

1. Executive Summary

- 1.1. This application has been referred to Planning Committee by Officers as it represents a departure from the Development Plan being located outside the settlement development boundary.
- 1.2. This application seeks outline planning permission for the erection of 8 no. detached dwellings on land at Tenpenny Farm, north of St Osyth Road, Alresford. The application is in outline form, all matters of detail such as access, appearance, landscaping, layout and scale are reserved for a future application. The layout plan is illustrative only; however, it shows 8 detached dwellings, some with detached garages served by a single point of access onto St Osyth Road.
- 1.3. The application site is situated on the north side of St Osyth Road in Alresford. It comprises of part of an agricultural field used in connection with Tenpenny Farm, Alresford. It is currently grassland with a mature hedge along the highway frontage.
- 1.4. In the absence of a five year housing land supply the site is considered to comply with all three strands of sustainable development (economic, social and environmental) and the principle of residential development is therefore accepted.
- 1.5. It is considered that the site is capable of accommodating 8 detached dwellings (depending on size and design) whilst resulting in no material harm to the character of the surrounding area, preserving the amenities of neighbouring residents and meeting the requirements of Essex County Council Highways for a suitable access that would not result in harm to highway safety.

Recommendation: Approve

Conditions:

1. Standard time limit for development to commence (2 years from approval of last reserved matter)
2. Standard time limit for the submission of reserved matters application (3 years from the date of this decision)
3. No development to commence until reserved matters have been approved
4. Details of access road
5. Visibility Splays
6. No unbound materials within 6m of highway boundary
7. Details of individual vehicular accesses
8. Width of carriageways
9. Width of footways
10. Siting of proposed garages

2. Planning Policy

National Policy

National Planning Policy Framework

National Planning Practice Guidance

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

HG1 Housing Provision

HG6 Dwelling Size and Type

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)

SD1 Presumption in Favour of Sustainable Development

SD3 Key Rural Service Centres

SD5 Managing Growth

SD8 Transport and Accessibility

SD9 Design of New Development

PEO1 Housing Supply

PEO3 Housing Density

PEO4 Standards for New Housing

PLA5 The Countryside Landscape

Other Guidance

3. Relevant Planning History

None directly relevant to this part of the site or the proposal

4. Consultations

4.1 Essex County Council Highways consider that from a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to conditions to cover the following:

- The requirement for the access at its bellmouth junction with St Osyth Road to be provided with 10.5m radius kerbs returned to an access road with a carriageway width of 6 metres and flanking footways of 2 metres.
- Vehicular visibility splays of 120m by 2.4m by 120m, as measured from and along the nearside edge of the carriageway, shall be provided on both sides of the centre line of the access and shall be maintained in perpetuity free from obstruction clear to ground.
- No unbound materials shall be used in the surface treatment of the proposed vehicular access within 6 metres of the highway boundary or proposed highway boundary.
- Each individual proposed vehicular access shall be constructed at right angles to the highway boundary and to a width of 3.7 metres.
- All carriageways should be provided at 5.5m between kerbs or 6.0m where vehicular access is taken but without kerbing.
- All footways should be provided at no less than 2.0m in width.
- All off street car parking shall be in precise accord with the details contained within the current Parking Standards.
- Any garage provided with its vehicular door facing the highway or proposed highway, shall be sited a minimum of 6m from the highway boundary.
- Details of the provision for the storage of bicycles for each dwelling, of a design this shall be approved in writing with the Local Planning Authority.
- Details of a vehicular turning facility for service and delivery vehicles of at least size 3 dimensions and of a design.
- The proposed new boundary hedge shall be planted a minimum of 1m behind the visibility splays and shall be maintained clear of the limits of the highway in perpetuity.

5. Representations

5.1 Alresford Parish Council is of the opinion that the application is premature pending the outcome of the new Tendring Local Plan incorporating a full assessment of available sites and locations necessary to meet local housing needs. The Parish Council is additionally concerned over safety in respect of the access to the site being off the busy

- 5.2 1 letter of objection has been received which raises the following concerns:
- Loss of privacy
 - Loss of surrounding countryside views
 - Property value implications (loss of value)
 - Access onto the B1027 which is fast and increasingly busy, adherence to the 40mph speed limit is poorly observed.
 - Lack of visibility at proposed access.

6. Assessment

6.1 The main planning considerations are:

- Principle of Development;
- Visual Impact;
- Residential Amenity; and,
- Highway Safety.

Proposal

- 6.2 This application seeks outline planning permission for the erection of 8 no. detached dwellings on land at Tenpenny Farm, north of St Osyth Road, Alresford. The application is in outline form, all matters of detail such as access, appearance, landscaping, layout and scale are reserved for a future application.
- 6.3 The layout plan is illustrative only; however, it shows 8 detached dwellings, some with detached garages served by a single point of access onto St Osyth Road.

Site Location

- 6.4 The application site is situated on the north side of St Osyth Road in Alresford. It comprises of part of an agricultural field used in connection with Tenpenny Farm, Alresford. It is currently grassland with a mature hedge along the highway frontage.
- 6.5 To the west of the site there is a row of residential dwellings in a linear form facing towards the road, these are a mixture of semi-detached and detached dwellings. Closest to the application site they are predominately two storey in height, but further west there are single storey and one and a half storey properties. To the east of the application site there is a pair of semi-detached dwellings and Alresford Business Centre.
- 6.6 To the north of the application site lies the remainder of the agricultural field and to the south on the opposite side of the road are residential dwellings but these are not accessed via St Osyth Road and screened by mature hedgerow.

Principle of Development

- 6.7 The site lies outside of the settlement development boundary and is not allocated for development in either the adopted or emerging Local Plans, therefore this proposal is contrary to local planning policy. However, the Council accepts that both the adopted and emerging Local Plans fall significantly short in identifying sufficient land to meet the objectively assessed future need for housing and cannot identify a deliverable five year supply of housing sites toward meeting that requirement. Therefore, in accordance with paragraph 49 of the NPPF, relevant development policies for the supply of housing should not be considered as up to date and the 'presumption in favour of sustainable development' as set out in the NPPF should apply to housing proposals.

- 6.8 Paragraph 7 of the NPPF states that there are three dimensions to sustainable development; economic, social and environmental. It is considered that the proposal would bring some economic benefit through the construction of 8 dwellings and the contribution their inhabitants are likely to make to the local economy (in particular the local village centre, which would likely benefit from an increase in population in the immediate catchment area) and through generating demand for goods and services in the wider district economy.
- 6.9 In terms of the social role, the site is situated on the edge of the village of Alresford. Alresford is categorised, along with six other villages, as a 'Key Rural Service Centre' in recognition of its size and range of services and facilities, including its own railway station. This is the second most sustainable category of settlement following 'urban settlements' which are the primary focus for development. It is therefore considered that Alresford is a socially sustainable location for development.
- 6.10 In terms of its environmental sustainability, there are no overriding environmental designations affecting the site. The site currently forms a gap between two areas of linear development. There is residential development on the opposite side of the road. The hedge along the road boundary of the site is considered to be an important feature that should be retained or if this is not possible replaced. It is considered that the infilling of the gap with an appropriate development would not result in any adverse impact on the character and appearance of the surrounding area and the site could accommodate 8 dwellings in a form that it is keeping with the surrounding development.
- 6.11 In the absence of an up-to-date Local Plan and the subsequent need to consider the proposal against the NPPF presumption in favour of sustainable development, the proposal achieves an appropriate balance between economic, social and environmental considerations. It is considered that the proposal represents sustainable development.

Visual Impact

- 6.12 The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, in indivisible from good planning, and should contribute positively to making places better for people. One of the core planning principles of The National Planning Policy Framework (NPPF) as stated at paragraph 17 is to always seek to secure high quality design.
- 6.13 Policy QL9 and EN1 of the Tendring District Local Plan 2007 (Saved Plan) and Policy SD9 of the Tendring District Local Plan Proposed Submission Draft 2012 (Draft Plan) seeks to ensure that development is appropriate in its locality and does not harm the appearance of the landscape.
- 6.14 Whilst design and layout are matters which are reserved for a future application; the illustrative site layout plan provided demonstrates that the site is capable of accommodating 8 detached dwellings, in a linear form that would not result in any adverse impact on the character and appearance of the surrounding area.

Residential Amenity

- 6.15 The NPPF, at paragraph 17 states that planning should always seek to secure a good standard of amenity for all existing and future occupants of land and buildings. In addition, Policy QL11 of the Saved Plan states that amongst other criteria, 'development will only be permitted if the development will not have a materially damaging impact on the privacy, daylight or other amenities of occupiers of nearby properties'. Policy SD9 of the Draft Plan carries forward the sentiments of these saved policies and states that 'the development will

not have a materially damaging impact on the privacy, daylight or other amenities of occupiers of nearby properties'.

- 6.16 The appearance of the proposed dwellings is not included within this application, so it is not possible at this stage to fully assess the impact on neighbour's amenities. However, it is considered that there is potential for the site to be developed, without resulting in any adverse impact on the amenities of the neighbouring residents, subject to the siting, height, scale and position of windows in the proposed dwelling.

Highway Safety

- 6.17 Policy QL10 of the Saved Plan states that planning permission will only be granted, if amongst other things, access to the site is practicable and the highway network will be able to safely accommodate the additional traffic the proposal will generate. This requirement is also carried forward to Policy SD9 of the Draft Plan.
- 6.18 Concern has been raised regarding the proposed access. As the application is in outline form with all matters reserved the exact location of the access is not known as the layout plan provided is only illustrative. However, it is known that any access will be from the B1027 (St Osyth Road).
- 6.19 Essex County Council Highways have been consulted on the application and raise no objections to the proposal on highway safety grounds subject to the above conditions. The illustrative site layout plan provided shows that the requirements for the junction, visibility splays, vehicular accesses and width of carriageways and footways can be met, although these aspects will also be controlled by condition as the layout plan provided is illustrative only and may change. The other aspects which also need to be conditions are no unbound materials within 6m of the highway boundary and the siting of the proposed garages. Other aspects such as car parking being in accordance with adopted parking standards, bicycle storage and the boundary hedge at this stage, do not need to be covered by conditions as these will be dealt with by any future reserved matters application.

Other Issues

- 6.20 Following the High Court Judgement of 31st July 2015 relating to planning obligations. The Council now seeks financial contributions for public open space for every new dwelling via unilateral undertakings (in accordance with Saved Policy COM6 and emerging policy PEO22), and legal agreements for affordable housing (in accordance with Saved Policy HG4) for sites of 15 or more dwellings in urban areas (as listed under saved policy QL1) and sites of 5 or more dwellings in villages (as listed under saved policy QL1).
- 6.21 The Council re-introduced this approach for all applications received on or after Monday 24th August 2015. As the application was received by the Council before that date we are not requiring any financial contributions for this proposal.

Conclusion

- 6.22 In the absence of a five year housing land supply the site is considered to comply with all three strands of sustainable development (economic, social and environmental) and the principle of residential development is therefore accepted.
- 6.23 It is considered that the site is capable of accommodating 8 detached dwellings (depending on size and design) whilst resulting in no material harm to the character of the surrounding area, preserving the amenities of neighbouring residents and meeting the requirements of Essex County Council Highways for a suitable access that would not result in harm to highway safety.

Background Papers

None.