

Application:	15/01837/FUL	Town / Parish: Frinton & Walton Town Council
Applicant:	SB Developments Ltd	
Address:	Land adjacent 74 Pole Barn Lane Frinton On Sea	
Development:	Proposed semi detached 2 bedroom dwellings.	

1. Executive Summary

- 1.1 This application has been referred to Planning Committee at the request of Cllr N.Turner.
- 1.2 This application seeks full planning permission for the construction of a pair of two bedroom semi-detached dwellings with associated parking bays to the rear.
- 1.3 The application site is situated on the northern side of Pole Barn Lane within the settlement development boundary of Frinton-on-Sea.
- 1.4 The principle of residential development on this site is acceptable as the site is located within the settlement development boundary of Frinton-on-Sea. It is considered that the proposed development can take place with raising any objections in respect of; the impact upon the character and appearance of the area, the design and layout of the development, the impact upon local resident's amenity and highway safety.

Recommendation: Approve

Conditions:

- 1) Time Limit (3 Yrs)
- 2) Detail of Materials
- 3) Landscaping Scheme
- 4) Implementation of Landscaping
- 5) Details of Screen Walls/Fencing
- 6) Parking Area Providing Prior to First Occupation
- 7) Vehicular access being constructed to 5.5m in width and provided with dropped kerb
- 8) No unbound materials throughout vehicular access
- 9) Submission of Construction Method Statement
- 10) Construction of pedestrian crossing facilities on both sides of bellmouth junction
- 11) Removal of Permitted Development Rights (Extensions/Outbuildings)
- 12) Approved Plans

2. Planning Policy

NPPF National Planning Policy Framework

National Planning Practice Guidance

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

HG3 Residential Development Within Defined Settlements

HG9 Private Amenity Space

HG14 Side Isolation

TR1A Development Affecting Highways

TR7 Vehicle Parking at New Development

COM6 Provision of Recreational Open Space for New Residential 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

SD5 Managing Growth

SD8 Transport and Accessibility

SD9 Design of New Development

SD10 Sustainable Construction

PEO4 Standards for New Housing

PEO22 Green Infrastructure in New Residential Development

Local Planning Guidance

Essex County Council Car Parking Standards - Design and Good Practice

3. **Relevant Planning History**

15/01837/FUL Proposed semi detached 2 bedroom dwellings. Current

4. **Consultations**

ECC Highways Dept

The Highway Authority confirms that a 1.5m margin across the sites frontage to pole Barn Lane from the back edge of footway into the site is dedicated as highway which benefits from highway rights over it.

Essex County Council Highways have no objections subject to;

1 The parking spaces / vehicular hardstandings shall be constructed to minimum dimensions of 5.5m x 3.4m each.

2 Prior to the first occupation of the proposed dwelling, the proposed vehicular access shall be constructed to a width of 5.5m

3 No unbound materials shall be used in the surface treatment of the proposed vehicular access throughout.

4 No development shall take place, including any works of demolition, until a Construction Method Statement (CMS) has been submitted.

5 Prior to the occupation of any of the proposed dwellings the footways at the bellmouth access to Peacehaven shall be provided with pedestrian crossing facilities (pram crossings).

5. Representations

- 5.1 Frinton & Walton Town Council – Detracts from street scene, overdevelopment of the area and encroaches on the open aspect and amenity space.
- 5.2 3 letters of objection have been received from local residents (2 from the same objector). The letters cover the following concerns;
- Loss of light/outlook to neighbouring properties (these issues are covered in the report below);
 - Loss of important green space (covered in report below);
 - Lack of parking provision/lead to congestion (each property would be served by 2 parking spaces of a size commensurate with the current parking standards. As such it is unlikely that the development would lead to additional cars parked in the highway).

6. Assessment

The main issues to be considered are:

- Site Context;
- Proposal;
- Principle of Development;
- Character and Setting;
- Design and Layout;
- Highways;
- Residential Amenity;
- Amenity Space; and,
- Public Open Space Contributions.

Site Context

- 6.1 The application site is located on the northern side of Pole Barn Lane within the Settlement Development Boundary of Frinton-on-Sea. The site has historically formed part of the Peacehaven Care Home site and forms a parcel of land set on the eastern side of the entrance to the home. The care home is currently vacant and located to the north. At present the site is divided off by security fencing and is laid to grass. A 2 metre high red brick wall runs along the eastern boundary of the site beyond which are detached residential properties located in 'The Mews'. The other boundaries of the site are open in nature. On the western side of the entrance into Peacehaven is a large building set up against the public footpath, this building is occupied by Frinton Frames.

Proposal

- 6.2 This planning application seeks full planning permission for 2 no. two bedroom semi-detached dwellings with associated parking bays to the rear.

- 6.3 The dwelling would measure 8m in depth, with a 10.4m combined width and 7.5m to ridge height. Each dwelling would be served by two parking spaces to the rear measuring 5.5m x 3.4m.

Principle of Development

- 6.4 The application site is located within the defined settlement limits of Frinton-on-Sea, and therefore the development of the site for residential is acceptable in principle. Furthermore, current Government guidance, under the provisions of the NPPF, places particular importance on, inter alia, encouraging the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value, particularly in sustainable locations, however this is tempered by the requirement to always seek to secure good design.
- 6.5 Therefore the key consideration is whether the development proposed could be accommodated on the site in a satisfactory manner and without any material detriment to character, amenity or highway safety.

Character and Setting

- 6.6 The character of the area is one of predominantly two storey detached, semi-detached and terraced dwellings. The application plot is located within a predominantly residential area and is currently laid to grass as it forms an open grassed area adjacent to the vehicular entrance to the now vacant care home to the north. Whilst it is acknowledged that the development of the site would lead to the loss of this area of open space, it is considered that its loss would not be detrimental to the character and appearance of the area. The area of open space is relatively small in nature and is not highly prominent in street scene views along Pole Barn due to the presence of existing two-storey buildings site in close proximity either side. Furthermore, the area is devoid of any extensive soft landscaping apart from grass and a few young trees to its frontage. For these reasons this gap in the built form is not considered to be fundamental to visual amenity in the locality and its loss would not be significantly detrimental to the character and appearance of the area. The proposed layout would allow for the provision of soft landscaping along the western boundary of the plot to assist in softening views of the proposed boundary treatment.
- 6.7 In order to comply with national and local planning guidelines, new development must respect their settings and the character of the area. The site is currently open but it is considered that the overall design, scale and bulk of the pair of semi-detached dwellings proposed would result in a development that would be similar to the existing residential development in and around the plot. The materials proposed of half cream render and half red brick would be sympathetic to the character and materials of the locality.

Design and Layout

- 6.8 The properties have been designed to pick up on local detailing. The proposed half render and half red brick construction and detailing above the windows relates appropriately to the appearance of other dwellings in the locality. The properties also retain good side isolation and a set back from the highway, assuring they would not appear cramped within the plot and appropriate to the character and spacing of built form along Pole Barn Lane.
- 6.9 Overall it is considered that the proportions and appearance of the properties would relate appropriately to the character and appearance of the area.

Highways

- 6.10 The Highway Authority has assessed this proposed development and considers it to be acceptable, subject to standard conditions relating to;

- The parking bays being 5.5m x 3.4m in size;
- The access to the rear being constructed at 5.5m in width and provided with an appropriate dropped kerb;
- No unbound materials being used in the access throughout;
- Details of bicycle storage being provided;
- A Construction Method Statement being submitted prior to commencement; and
- Pedestrian crossing facilities being installed on both sides of the bellmouth access into Peacehaven.

6.11 The Highways Authority have also confirmed that an area of land to the front of the site 1.5m from the back edge of the footway has highway rights and therefore should not be hardsurfaced or enclosed or planted save for the proposed pedestrian connections.

6.12 The proposed layout plan has been amended to reflect these highways requirements. The Construction Method Statement will be secured via condition.

Residential Amenity

6.13 The proposed dwellings would be located adjacent to no.74 Pole Barn Lane which is located to the east. This property has a window located within its rear extension facing the application site and a small window in the original property. Whilst the development would result in a loss of light to these windows in the late afternoon as they are secondary windows the impact upon the resident's amenity would not be significantly detrimental. In addition the dwellings would not extend back beyond the rear wall of no.74 Pole Barn Lane meaning that the resident's outlook would not be adversely affected. In terms of overlooking, the nearest dwelling would have a small obscured window in its facing flank which serves a bathroom. To the rear the dwellings have first floor bedroom windows. These windows would allow for views out northwards and not directly out over the most valued private amenity space serving no.74 Pole Barn Lane. In addition, as these windows do not serve principle habitable rooms any impact on loss of privacy is reduced.

6.14 No. 1 The Mews to the north has its garage located closet to the proposed dwellings reducing any impact upon its residents in terms of outlook and loss of light. The private amenity space serving no. 1 The Mews is located on its northern side and therefore not harmed by this proposed.

6.15 The parking spaces are to be sited adjacent to the side elevation of no.1 The Mews, which has one ground floor window. However, the vehicular movements associated with the use of these parking spaces would not be significant and therefore not result in a loss of amenity to the residents in respect of noise and disturbance.

6.16 It is therefore concluded that any impact upon the neighbouring properties in terms of outlook, loss of light, loss of privacy and noise and disturbance would be minimal and not sufficiently detrimental to warrant a refusal of planning permission.

Amenity space

6.17 Saved Policy HG9 of the Tendring District Local Plan (2007) relates to private amenity space and states that new dwellings with 2 bedrooms shall have a minimum of 75 sqm of private garden area.

6.18 In this instance both the rear gardens serving the dwellings are in accordance with the 75 sqm required.

Public Open Space Contributions

- 6.19 Saved Policy COM6 of the Adopted Tendring District Local Plan (2007) states that residential development below 1.5 hectares in size, where existing public open space facilities are inadequate, shall provide a financial contribution towards the provision of new or improved off-site facilities to meet the projected needs of the future occupiers of the development. This requirement is also set out in draft Policy PEO22.
- 6.20 The Council's Public Open Space team have confirmed that due to a deficit in equipped open play in Frinton-on-Sea that a financial contribution towards the provision of new play equipment at the play area off Roydon Way, Frinton-on-Sea is justified and relevant to the planning application.
- 6.21 A completed Unilateral Undertaking to provide the required financial contribution towards play provision has been provided and the proposal is therefore in accordance with Saved Policy COM6 and Draft Policy PEO22.

Background Papers

None.