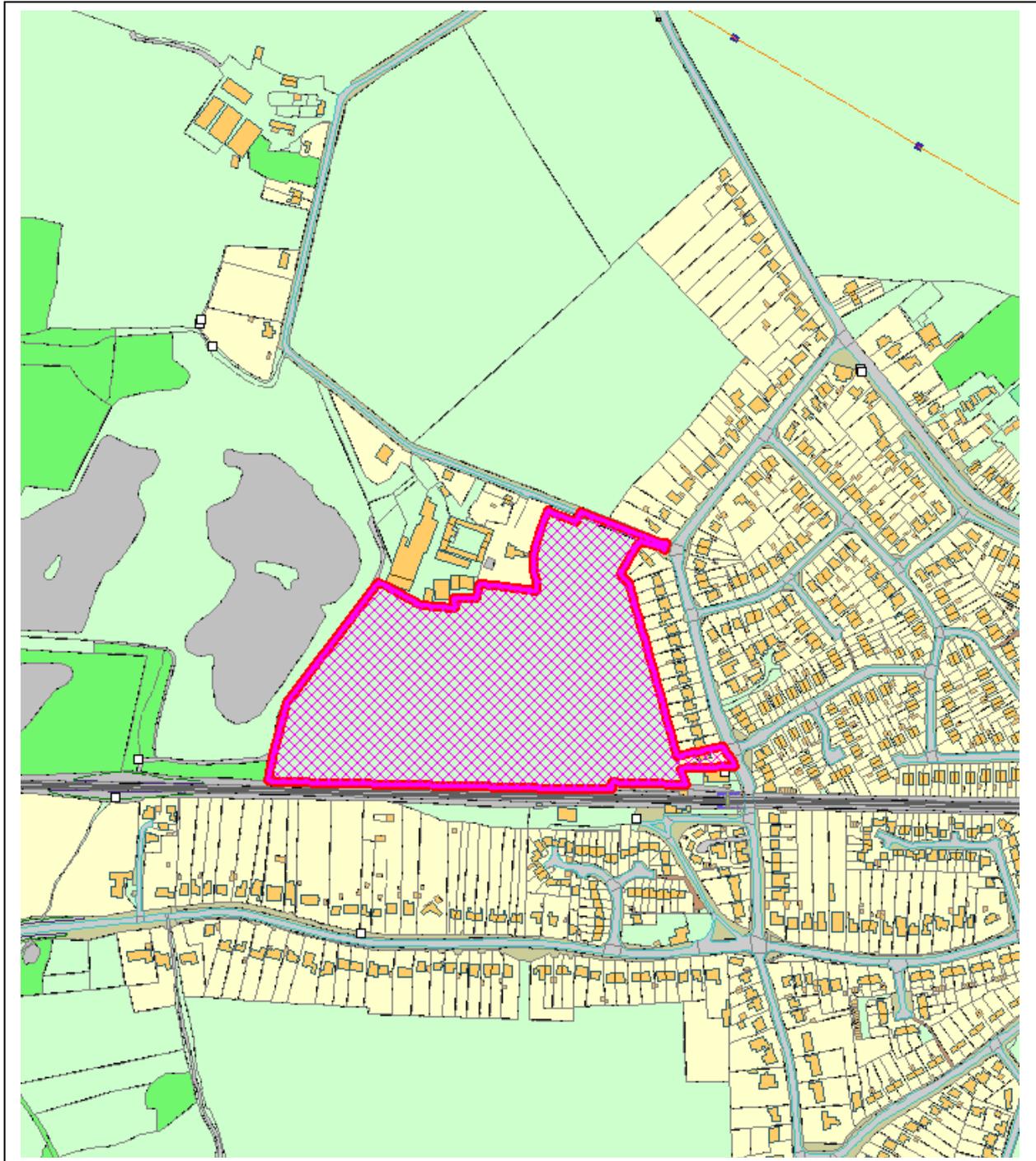


PLANNING COMMITTEE

11 JULY 2017

REPORT OF THE HEAD OF PLANNING

A.1 PLANNING APPLICATION - 17/00565/DETAIL - LAND SOUTH OF COCKAYNES LANE, ALRESFORD, CO7 8BZ



DO NOT SCALE

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

Application:	17/00565/DETAIL	Town / Parish: Alresford Parish Council
Applicant:	Taylor Wimpey UK Ltd.	
Address:	Land South of Cockaynes Lane, Alresford, CO7 8BZ	
Development:	Reserved matters application for up to 145 dwellings associated landscaping, public open space and allotments together with access from Cockaynes Lane and a pedestrian/cycle link from Station Road, and demolition of the garage to no. 56 Station Road.	

1. Executive Summary

- 1.1 The application is referred to Planning Committee at the request of Councillor Gary Scott.
- 1.2 Outline planning permission 14/01823/OUT (with all matters except access reserved) was refused by Members but allowed at appeal in June 2016. The principle of the development and the means of access has therefore already been approved and the matters for consideration are appearance, landscaping, layout and scale.
- 1.3 The application proposes 145 dwellings comprising 15 bungalows, 112 two storey dwellings and 18 2.5 storey dwellings. The bungalows all back onto Station Road and the 2.5 storey dwellings are all located towards the southern boundary with the railway. The development comprises a mixture of predominantly detached and semi-detached properties, with two blocks of six flats and two terraces of three dwellings. There are 12 one-bed flats, 32 two-bed dwellings (including 15 bungalows), 53 three-bed houses, 46 four-bed houses, and two five-bed houses.
- 1.4 36 affordable dwellings are included which accords with the 25% requirement agreed in the S106 Agreement.
- 1.5 In terms of open space provision there is a LEAP (Local Equipped Area of Play) in the centre of the site; an orchard and green link incorporating dry swales along the internal northern boundary which links to the large green space with attenuation basin and allotments along the western boundary; and additional wide landscaped areas to the full southern boundary with the railway incorporating dry swales.
- 1.6 The application has been amended following objections received by immediate neighbours to the site. These amendments relate to a smaller dwelling on Plot 1 and removal of the landscaping belt to the boundary with No 2 Cockaynes Lane; a smaller dwelling on Plot 145 and re-siting further to the north-east; and provision of bollards at the pedestrian, cycle and emergency access onto Station Road. Tree protection details have also been provided.
- 1.7 The detailed design, layout, landscaping and construction materials are considered acceptable. The proposal would result in no material harm to residential amenity or highway safety and the application is recommended for approval.

Recommendation: Approve

Conditions:

1. List of approved plans

2. Landscaping to be provided within first planting and seeding season following commencement of development
3. Any landscaping lost within 5 years to be replaced
4. Boundary treatments to be erected prior to occupation of the dwelling to which they relate
5. Removal of permitted development rights for dormer windows or rooflights to Plots 11-12, 13-14, 18-19 and 20-21.
6. Tree protection measures during construction
7. Bollards to be erected at emergency/pedestrian/cycle access prior to occupation.
8. Details of external lighting.

2. **Planning Policy**

The National Planning Policy Framework (NPPF)

Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Planning decisions should aim to ensure that development is well designed, functions well and adds to the overall quality of the area.

Local Plan Policy:

Tendring District Local Plan 2007

QL1	Spatial Strategy
QL2	Promoting Transport Choice
QL3	Minimising and Managing Flood Risk
QL9	Design of New Development
QL10	Designing New Development to Meet Functional Needs
QL11	Environmental Impacts and Compatibility of Uses
QL12	Planning Obligations
HG1	Housing Provision
HG3a	Mixed Communities
HG4	Affordable Housing in new Developments
HG6	Dwelling Size and Type
HG7	Residential Densities
HG9	Private Amenity Space
COM6	Provision of Recreational Open Space for New Residential Development
EN1	Landscape Character
EN4	Protection of the Best and Most Versatile Agricultural Land

- EN6 Biodiversity
- EN6a Protected Species
- EN6b Habitat Creation
- EN13 Sustainable Drainage Systems
- TR1a Development Affecting Highways
- TR7 Vehicle Parking at New Development

Tendring District Local Plan 2013-2033 and Beyond Publication Draft (June 2017)

- SP1 Presumption in Favour of Sustainable Development
- SP3 Meeting Housing Needs
- SP5 Infrastructure and Connectivity
- SP6 Place Shaping Principles
- SPL1 Managing Growth
- SPL2 Settlement Development Boundaries
- SPL3 Sustainable Design
- HP5 Open Space, Sports and Recreation Facilities
- LP1 Housing Supply
- LP2 Housing Choice
- LP3 Housing Density and Standards
- LP4 Housing Layout
- LP5 Affordable and Council Housing
- PP12 Improving Education and Skills
- PPL1 Development and Flood Risk
- PPL3 The Rural Landscape
- PPL4 Biodiversity and Geodiversity
- PPL5 Water Conservation, Drainage and Sewerage
- PPL7 Archaeology
- CP1 Sustainable Transport and Accessibility
- CP2 Improving the Transport Network

Status of the Local Plan

The 'development plan' for Tendring is the 2007 'adopted' Local Plan, despite some of its policies being out of date. Paragraph 215 of the NPPF allows local planning authorities to give due weight to adopted albeit outdated policies according to their degree of consistency with the policies in the NPPF. Paragraph 216 of the NPPF also allows weight to be given to policies in emerging plans according to their stage of preparation, the extent to which there are unresolved objections to relevant policies and the degree of consistency with national policy. As of 16th June 2017, the emerging Local Plan for Tendring is the Tendring District Local Plan 2013-2033 and Beyond Publication Draft. As this plan is yet to be examined, its policies cannot carry the full weight of adopted policy. However, because the plan has reached publication stage its policies can carry some weight in the determination of planning applications. Where emerging policies are particularly relevant to a planning application and can be given some weight in line with the principles set out in paragraph 216 of the NPPF, they will be considered and, where appropriate, referred to in decision notices. In general terms however, more weight will be given to policies in the NPPF and the adopted Local Plan.

3. Relevant Planning History

14/01823/OUT	Outline application for up to 145 dwellings associated landscaping, public open space and allotments together with access from Cockaynes Lane and a pedestrian/cycle link from Station Road, and demolition of the garage to no. 56 Station Road.	Refused Allowed on appeal	14.04.2015 01.06.2016
17/00561/DISCON	Discharge of conditions 5 (Appearance, Landscaping and Layout details), 6 (Phasing Plan and Programme), 7 (Drainage scheme and Hydrological and Hydro-geological assessment), 9 (Construction Method statement), 10 (Programme of Archaeological works), 11 (Ecological Method statement), 12 (Contamination Risk Assessment) and 13 (Scheme of suitable interpretation materials) of approved planning appeal application 14/01823/OUT.	Current	

4. Consultations

ECC Archaeology	<p>This application cannot be considered until the archaeological fieldwork required under the outline planning permission has been undertaken and a report received.</p> <p>Officer confirmed that a Written Scheme of Investigation, programme of archaeological fieldwork and report has been submitted under 17/00561/DISCON which is now acceptable. If significant archaeological remains are uncovered this may affect the final layout – this would require planning approval.</p>
Natural England	No comment on this application – providing comment on 17/00561/DISCON.
TDC Building Control and Access Officer	No comments at this time.

**TDC Tree &
Landscape Officer**

At the outline stage a full Tree Survey and Report was submitted to demonstrate the works would not have an adverse impact on the long term health and viability of the trees situated on the application site and adjacent land; they also provided a Tree Constraints Plan. This information was in accordance with BS5837: 2012 and showed that the development of the land could take place without causing harm to the trees and other vegetation situated on the boundary of the land.

However at this stage additional information will need to be provided to show how trees will be physically protected for the duration of the construction phase of the development. This information should also be in accordance with BS5837: 2012 Trees in relation to design, demolition and construction: Recommendations and will need to include method statement and a Tree Protection Plan that will be based on the information already provided on the Tree Constraints Plan.

The applicant has submitted a detailed soft landscaping plan and specification which is comprehensive and sufficient to secure an adequate level of new soft landscaping. Special attention has been given to the planting of a new hedgerow, comprising indigenous species, on the boundary of the application site with Cockaynes Lane: set back from the highway and either side of the proposed new access road.

Comments on tree protection details awaited.

**Anglian Water
Services Ltd**

No comments received.

ECC Highways Dept

No objection subject to 13 conditions:

- Vehicular parking and turning for all dwellings
- No unbound material within 6m of highway boundary
- Vehicular access at right angles to highway; carriageway minimum 5.5m wide; 2x2m footways on both sides of access road; pedestrian crossing facilities where the new road joins the existing highway
- private drives constructed to a width of 6 metres
- means to prevent discharge of surface water from the development onto the highway
- details of a wheel cleaning facility within the site and adjacent to the highway
- details of the estate roads and footways (including layout, levels, gradients, surfacing and means of surface water drainage)
- timing of construction of different levels of the carriageway and footpaths
- 500mm wide overhang strip shall be provided adjacent to the carriageway
- parking spaces to be minimum 2.9 metres x 5.5 metres
- garages to be minimum internal measurement of 7m x 3m
- Residential Travel Information Packs
- Following to be provided at Developer's expense;
 - o The amendments to the alignment of Cockaynes Lane,
 - o The pedestrian/cycle link from the SE corner to Station Road
 - o As appropriate suitable upgrades to the two closest bus stops

Environment Agency	No comments received.
Network Rail	Rear of development backs directly onto the railway and station platform, the developer must ensure adequate security fencing is installed to suitable height and designed so as trespass is not an issue. Development does not interfere directly with Alresford Level Crossing, which is already at our highest level of protection. Provide advisory comments which can be added as informatives to the decision notice.
ECC SuDS Team	Does not impact drainage strategy so no comment.

5. Representations

- 5.1 Alresford Parish Council make the following observations: Remain concerned over the detail of the Cockaynes Lane access and junction arrangements, in particular the potential for dangerous traffic situations to arise around the pinch-point before the site access off the lane. (In response access was approved by the Inspector at appeal so does not form part of this application. Notwithstanding this the Highway Authority have no objection to the proposal).
- 5.2 Councillor Gary Scott has requested that this application be determined at Planning Committee and forwards the comments of the objector from 2 Cockaynes Lane (summarised below) as some of the reasons why he wants the application called in.
- 5.3 Four letters of observation have been received and are summarised as follows (with response in brackets where not addressed in the report):
- Government Inspector has caused irreversible damage and now have to move on and get the best we can for Alresford.
 - Inaccuracy in relation to bus service stated in Design and Access Statement (this does not affect consideration of the application, the principle of development was approved at appeal with the Inspector deeming the site to be sustainable).
 - Unfortunate sheltered accommodation has not been included (there is no policy requirement to provide sheltered accommodation).
 - Appeased by bungalows to rear of Station Road to respect privacy.
 - Landscaping looks pleasant and will make it an attractive place to walk.
 - Any landscaping lost within 5 years should be replaced (this forms a recommended condition).
 - Play area looks good and must be robust and easily maintainable.
 - The Environmental Management and Construction Logistics Plan indicates care will be taken to minimise inconvenience and disturbance (this information forms part of application 17/00561/DISCON to discharge conditions imposed on the outline planning permission).
 - Appears applicant has a desire to work with the village and District and Parish Councils.
 - Disappointing to see Plot 1 is not a bungalow as requested and is one of the largest houses on the development should be changed to a bungalow or small house (this has been changed to a smaller house as detailed in the report).
 - Plot 1 should be pulled forward in line with 2 Cockaynes Lane so it does not dominate its rear garden.
 - Would prefer proposed trees along boundary with 2 Cockaynes Lane are removed to preserve outlook and light (this has been done).
 - Plot 8 is very close to the rear boundary with 26 (28) Station Road, out of keeping with siting of other proposed dwellings, and impacting on views from 2 Cockaynes Lane.

- Request a post and 3 strand wire fence along boundary to 2 Cockaynes Lane so the established 2 metre high hedge can be preserved (this request has been forwarded to the applicant, the plans show a 1.8m high close boarded fence which would ensure privacy for both parties).
- Scheme for Cockaynes Lane North (15/00120/OUT) advises whichever development proceeds first the scheme for the north access will be implemented. This would enable the highway construction works to be carried out once only and make it easier to move Plot 1 forward (there are no conditions in the outline planning permission for 15/00120/OUT which refer to the specifics of the vehicular access. Access was a reserved matter so requires detailed approval through submission of a reserved matters application. The current siting of Plot 1 is considered acceptable as detailed within the report).
- Difficult to see how footpath and road can be constructed without a back fall to 2 Cockaynes Lane which would not be acceptable (access has already been approved at outline planning permission stage).
- Cockaynes Lane should not be used for construction traffic to reduce impact on residents; Site working days and hours should be defined to reduce impact on neighbours; and Site office should be located away from existing properties to reduce impact (The Construction Method Statement has been submitted for approval under 17/00561/DISCON).
- What guarding will protect footpath/emergency access adjacent 56 Station Road (two retractable bollards as shown on amended plans).

5.4 One letter of objection has been received summarised as follows:

- Not happy about location of Plot 8 - too close to boundary and should be orientated with its rear garden to Station Road like all the other bungalows.

6. Assessment

6.1 Outline planning permission 14/01823/OUT (with all matters except access reserved) was refused by Members but allowed at appeal in June 2016. The principle of the development and the means of access has therefore already been approved.

6.2 The main planning considerations are:

- Appearance
- Landscaping
- Layout
- Scale
- Highway safety
- Impact on residential amenity

Site location

6.3 The application site comprises an agricultural field located to the north-west of the village of Alresford; to the south of Cockaynes Lane, a narrow country lane, and to the west of Station Road. The site is located close to the village centre and the railway station, which are at the heart of the village and would be a 30 second walk away from the proposed pedestrian access. The land is generally flat, arable land, with a gentle slope downwards towards the west. The site is generally bordered by trees and hedgerows. The site is bounded to the east by bungalows in Station Road, the railway line to the south, fishing lakes to the west and Cockaynes Lane to the north, which has some residential and commercial development. 15/00120/OUT was refused by Members but allowed at appeal in December 2016 for up to 60 dwellings on land north of Cockaynes Lane to the immediate north west of the site.

- 6.4 Cockaynes Lane is currently a single lane road with no pavements but has wide verges (with drainage ditches either side). The northern edge of Cockaynes Lane is comprised of a wooden fence boundary that is approximately 1.5 m high with low hedgerow in front. The southern side of Cockaynes Lane is comprised of a denser hedgerow approximately 2.5m high. Further along Cockaynes Lane to the west beyond the application site area, there are mature trees and denser hedgerow vegetation and leads on to the public footpath to Cockaynes Wood.

The Proposal

- 6.5 This application seeks approval of the reserved matters of appearance, landscaping, layout and scale. Access has already been approved at outline planning permission stage. A Section 106 legal agreement was also secured at outline planning permission stage requiring 25% affordable housing (36 dwellings); on-site open space and allotment provision plus financial sum of £57,500 for future maintenance; £43,740 financial contribution towards healthcare; and financial contribution towards education.
- 6.6 The applicant participated in pre-application discussions with the Council and sought feedback through a public exhibition which resulted in a number of changes to the proposal including: All dwellings to the rear of Station Road to be bungalows; addition of architectural detailing including chimneys; enhanced landscaping strategy; and increased number of parking spaces. The application has also been amended since original submission following objections received by immediate neighbours to the site. These amendments relate to a smaller dwelling on Plot 1 and removal of the landscaping belt to the boundary with No 2 Cockaynes Lane; a smaller dwelling on Plot 145 and re-siting further to the north-east; and provision of bollards at the pedestrian, cycle and emergency access onto Station Road. Tree protection details have also been provided.
- 6.7 The application proposes 145 dwellings comprising 15 bungalows, 112 two storey dwellings and 18 2.5 storey dwellings. The bungalows all back onto Station Road and the 2.5 storey dwellings are all located towards the southern boundary with the railway. The development comprises a mixture of predominantly detached and semi-detached properties, with two blocks of six flats and two terraces of three dwellings. There are 12 one-bed flats, 32 two-bed dwellings (including 15 bungalows), 53 three-bed houses, 46 four-bed houses, and two five-bed houses.
- 6.8 36 affordable dwellings are included which accords with the 25% requirement agreed in the S106 Agreement.
- 6.9 In terms of open space provision there is a LEAP (Local Equipped Area of Play) in the centre of the site; an orchard and green link incorporating dry swales along the internal northern boundary which links to the large green space with attenuation basin and allotments along the western boundary; and additional wide landscaped areas to the full southern boundary with the railway incorporating dry swales.

Appearance

- 6.10 The detailed design of the dwellings is varied with different roof forms; and use of chimneys, porches, deep brick plinths, bay windows and dormer windows to add visual interest. Five dwellings front Cockaynes Lane and these are well spaced and set back from the road behind a wide landscaped frontage with their parking to the rear therefore preserving the rural character of the lane. Dwellings address the street with corner plots designed to provide an active frontage to both roads. Parking is generally provided to the side or within parking courts which are not prominent from the public realm.

- 6.11 The materials are taken from a palette of six different tiles comprising plain tiles, pantiles and eternit slate; five different bricks of red, orange, light multi, and cream colours; render coloured white and light cream; and Hardieplank boarding in three colours off white, cream and black. This will ensure variety and visual interest across the development.
- 6.12 It is therefore considered that the detailed design and appearance of the proposed dwellings is acceptable.

Landscaping

- 6.13 The applicant has submitted a detailed soft landscaping plan and specification. Special attention has been given to the planting of a new hedgerow, comprising indigenous species, on the boundary of the application site with Cockaynes Lane: set back from the highway and either side of the proposed new access road. New tree and wildflower planting creates a more varied habitat along the green corridor which wraps around the north, west and southern site boundaries.
- 6.14 Two trees adjacent to the boundary with Cockaynes House are covered by Tree Preservation Order (TPO) No. 14/05 and they will not be harmed by the proposals.
- 6.15 All dwellings are set back from the pavement behind soft landscaping with boundary treatments to the footpath comprising brick walls, with fencing to internal boundaries creating a pleasant view from the public realm.
- 6.16 The roads, pavements and most individual parking spaces are constructed of tarmac with block paving to parking courts, the small areas of private drive, and the central square of the development.
- 6.17 A LEAP (Local Equipped Area of Play) is provided to the centre of the site with a variety of play equipment including slides, climbing nets, monkey bars, hammock swing, a snail sculpture and memory games covering a variety of ages. The play area includes seating and is enclosed by bow top steel railings.
- 6.18 The seven allotments are located in the north west corner with three parking spaces of grass cellular construction and all enclosed by chain link fencing with lockable gate. A 1.8 metre high post and wire mesh fence is proposed along the railway boundary to prevent access onto the railway lines.
- 6.19 The submitted landscaping scheme is comprehensive and sufficient to secure an adequate level of new soft landscaping for the development to enhance biodiversity and soften the appearance of the development.

Layout

- 6.20 The development has been arranged into six character areas which relate to existing development at the edges of the site: 'Station Road Edge' and 'Cockaynes Lane Frontage'; a 'Countryside Edge' addressing the main area of public open space on the western boundary; a 'Railway Edge' fronting the railway line, internal access road and southern landscaping strip; and within the core of the site is the 'Central Green' with play area and 'Neighbourhood areas'. These character areas share common design features and construction materials to create a sense of place within the wider development.
- 6.21 In relation to private amenity areas the two blocks of six flats have a small communal amenity space to their rear of around 80 square metres, which is less than the 150 square metres required under adopted policy HG9. There are also four two-bedroom flats which are located at first floor level above ground floor parking which have no private amenity

space. Both these types of accommodation are located around the central square so have immediate access on to the LEAP and surrounding green space.

- 6.22 Nine dwellings do not meet the minimum private amenity space provision specified under adopted policy HG9 (75 square metres for 2 beds and 100 square metres for 3 beds+) however they all provide a useable area in terms of the shape of the garden. Furthermore many of the dwellings provide in excess of the minimum requirement. It is considered that given the scale of development proposed and the level of provision of on site public open space in terms of both quantity and quality, that the proposed provision of public open space is acceptable.
- 6.23 Affordable housing of 36 units is scattered in four main clusters throughout the site, architecturally unrecognisable from the market units and providing a mix of accommodation types. This complies with the requirement in the S106 legal agreement.
- 6.24 In conclusion there are no concerns in relation to the layout of the proposed development.

Scale

- 6.25 Five two storey dwellings are proposed along the Cockaynes Lane frontage. These are in keeping with the scale and design of dwellings in the immediate vicinity and have additional architectural features such as chimneys and cottage style glazing bars to provide a higher quality design. A request has been made that Plot 1 is changed to a bungalow to reduce the impact on the existing neighbour at 2 Cockaynes Lane. However that property is a semi-detached two-storey house and to step down in height so significantly to a bungalow and then back up to two storey to the neighbouring proposed houses would create an incongruous feature in the street scene. Plot 1 has been changed to a smaller dwelling with a hipped roof, lower ridge height and greater separation to the boundary which greatly improves the relationship to 2 Cockaynes Road while retaining an attractive frontage for the development.
- 6.26 Bungalows are proposed along the full Station Road boundary providing a better outlook for and relationship with the existing bungalows.
- 6.27 The 2.5 storey dwellings are all located along the southern boundary with the railway or internal to the site so have no adverse impact on the scale of the existing built development.
- 6.28 It is therefore considered that the scale of development proposed is acceptable.

Highway Safety

- 6.29 Access has already been approved at outline planning permission stage and is a single access from Cockaynes Lane reconfigured so Cockaynes Lane westwards is accessed via a junction off the new road serving the new development. A secondary point of access is in the south east corner onto Station Road, bollarded to restrict to emergency access, pedestrians and cycles only. Amended plans have been provided to show two demountable bollards. Footpaths serve the majority of dwellings within the site.
- 6.30 ECC Highways have requested 13 conditions be imposed however access was considered and approved at outline stage at appeal. The Inspector imposed conditions requiring details of cycle storage; residential travel information packs; details of measures to secure the upgrade of the bus stops closest to the appeal site (such as provision of real time passenger information); and construction method statement to include details of construction parking, loading/unloading, wheel washing and measures to guard against the

deposit of mud or other substances on the public highway. The matters raised have therefore already been considered and controlled at outline planning permission stage.

- 6.31 Each one bedroom dwelling is provided with one parking space, all two bed+ properties have 2 parking spaces, and the full quota of visitor parking spaces (36) is provided. All parking spaces and garages meet the dimensions specified in the adopted parking standards. All properties without garages are provided with a 2.4 metre by 1.8 metre timber cycle shed in the rear garden.
- 6.32 The proposal is therefore acceptable in terms of highway safety.

Impact on residential amenity

- 6.33 The southern boundary abuts the railway line and there are fishing lakes beyond the western boundary. Immediate residential neighbours to the site are the continuous row of bungalows at 28-56 Station Road along the full eastern site boundary; the two storey dwellings at 1 and 2 Cockaynes Lane and 26 Station Road at the site frontage; and Cockaynes House with the plot in front also having planning permission for a single dwelling which lie to the north western boundary.
- 6.34 At outline stage the plans indicated two storey dwellings along the eastern site boundary. Following public consultation these have all been reduced to bungalows therefore removing any concerns in terms of loss of privacy to the bungalows along Station Road. The semi-detached bungalows (plots 11-12, 13-14, 18-19 and 20-21) have ridge heights of 5.9 metres and given this ridge height they could potentially be converted in the future to provide living accommodation in the loft. This raises potential concern in terms of the design of bulky dormer windows and overlooking to the rear gardens of bungalows on Station Road. Permitted development rights have therefore been recommended for removal to allow the council to retain control over any such future alterations in the interests of visual and residential amenity. The detached bungalows are all lower and have different roof forms which make them less likely to be suitable for loft conversions. Excluding Plot 8, all the proposed bungalows back onto the Station Road rear boundaries providing adequate back to back distances (31m-36m) to prevent any material loss of light or outlook. Plot 8 is set back off the main access road and the bungalow is sited side on to number 28 Station Road and 1-2 Cockaynes Lane. It is a modest two bedroom bungalow of 5 metres high with an almost fully hipped pyramid-style roof greatly reducing its bulk. It has no windows on the side elevations. It retains 5 metre separation to the neighbouring rear boundaries and 28.5 metre separation to the rear of the bungalow at 28 Station Road therefore resulting in no material loss of light or outlook. The full boundary to the bungalows fronting Station Road is to be screened by a 1.8 metre high close boarded fences. A condition has been recommended to ensure all boundary treatments are erected prior to occupation of the dwelling to which they relate to ensure privacy to both existing occupiers and the new residents.
- 6.35 Plot 1 fronts Cockaynes Lane and shares a side boundary with 2 Cockaynes Lane. It was requested by a neighbour that this be reduced to a bungalow, however as confirmed above a bungalow would be an incongruous feature in this location with all other surrounding development being of two storeys. The dwelling on Plot 1 has been significantly reduced with over 1 metre lower ridge height and a hipped roof. It is also shallower, sited further from the boundary (6 metres) and moved forward slightly in the site. The request to pull the dwelling forward in line with 2 Cockaynes Lane is also not considered acceptable as this would lose the wide soft landscaping belt at the entrance to the development designed to retain the more rural character of Cockaynes Lane. Due to the siting and scale of the dwelling on Plot 1 it would not result in any material harm in terms of loss of light or outlook and has no windows at first floor level on the side elevations. The neighbour at 2 Cockaynes Lane also requested that the proposed planting along their boundary be

removed due to overshadowing concerns and this has been done. 1.8 metre high close boarded fencing is proposed along the boundary to ensure privacy for occupants of both properties.

- 6.36 Cockaynes House is set well back from Cockaynes Lane and permission has been granted under 17/00505/FUL for a single two-storey dwelling on the land in front of that property and adjacent to Plot 139. Plot 139 has no windows on the facing side elevation and retains sufficient separation to the approved dwelling to result in no material loss of light, outlook or privacy.
- 6.37 The full rear garden boundary of Cockaynes House backs onto the proposed orchard and green space link to the allotments and larger open space along the western boundary. To the eastern boundary lies Plot 142 and 143 with a shared double garage block in between, and to the south east lies 145. This corner of the development has been amended following objections from the neighbour at Cockaynes House that Plot 145 blocked the view from the south east corner of their garden. Plot 145 has been moved to the north east and has changed to a narrower hipped roof dwelling. Plot 145 is now 6-13 metres from the angled side boundary; Plot 143 is 13.5 metres away from the side boundary.
- 6.38 It is therefore considered that the proposal would result in no material harm to residential amenity of existing occupiers. The relationship between the proposed dwellings is also considered acceptable with adequate separation to provide good standards of privacy and light.

Background papers

None.