

Committee Report

Item No: 1

Reference: DC/18/01679

Case Officer: John Pateman-Gee

Ward: Elmswell & Norton.

Ward Member/s: Cllr John Levantis. Cllr Sarah Mansel.

RECOMMENDATION – GRANT PLANNING PERMISSION FOR RESERVED MATTERS WITH CONDITIONS

Description of Development

Submission of details Appearance, Landscaping, Layout and Scale under Outline Planning Permission 4911/16/OUT: For the creation of 240 no. one, two, three and four bedroom houses and apartments plus associated roads, parking, landscaping, drainage systems and community parkland.

Location

Land Adjacent To Wetherden Road, Elmswell, IP30 9DG

Parish: Elmswell

Expiry Date: 20/07/2018

Application Type: RES - Reserved Matters

Development Type: Major Large Scale - Dwellings

Applicant: Crest Nicholson Eastern

Agent: JCN Design & Planning

PART ONE – REASON FOR REFERENCE TO COMMITTEE

The application is referred to committee for the following reason/s:

It is a “Major” application for:

- a residential land allocation for 15 or more dwellings

Details of Previous Committee / Resolutions and any member site visit

Presented to Committee A on the 1st August 218 where it was deferred to consider revisions to road layout and tandem parking. As a response to this the application layout has been amended and SCC Highways have been consulted. A verbal update will be made at committee on these matters.

PART TWO – POLICIES AND CONSULTATION SUMMARY

Summary of Policies

H16 - Protecting existing residential amenity
H03 - Housing development in villages
H04- Altered Policy H4
H07 - Restricting housing development unrelated to needs of countryside
H13 - Design and layout of housing development
H15 - Development to reflect local characteristics
CS01 - Settlement Hierarchy
CS02 - Development in the Countryside & Countryside Villages
CS05 - Mid Suffolk's Environment
CS09 - Density and Mix
FC01 - Presumption In Favour Of Sustainable Development
FC01_1 - Mid Suffolk Approach To Delivering Sustainable Development
GP01 - Design and layout of development
HB01 - Protection of historic buildings
Elmswell Neighbourhood Plan
T10 - Highway Considerations in Development
NPPF - National Planning Policy Framework

Consultations and Representations

During the course of the application Consultation and Representations from third parties have been received. These are summarised below.

A: Summary of Consultations

Elmswell Parish Council – No response received.

Wetherden Parish Council –

Reference made to increase in traffic volume through Wetherden and concerns of road safety, pollution, maintenance and impact on listed buildings.

The parish council seek lit, hard surface pedestrian and cycle access between Elmswell and Wetherden to be included in any planning proposals in order to make the roads safer, and to enable safe and non-vehicular access to Wetherden facilities.

The road between Elmswell and Wetherden is currently at National Speed Limit (60mph). The proposal is to make it 30mph to the eastern end of the development but again nothing has been considered further from there. Councillors feel that two actions are needed: the remaining road from the development into Wetherden should be at 40mph to help mitigate the speed at which traffic enters from the west, and the road coming out of Elmswell should be lit for the full length of the new 30mph to where it joins the existing lit road.

We would point out that Default Plan Policy T10 requires that the authority will have regard to the suitability of existing roads given access to the development, in terms of the safe and free flow of traffic and pedestrian safety. The development as proposed is clearly in breach of this and should be rejected on these grounds alone, and not considered until this condition has been properly considered with WPC and fulfilled.

SCC and MSDC will be aware that many homes both on the Elmswell Road and other roads in Wetherden, are old, in some cases listed. Increased traffic movement concerns us. It will affect these structures, as the vibrations from traffic increase. WPC concern is that there is no indication whether Wetherden will benefit in any way from CIL and other contributions towards the management of the road in terms of the impact of the traffic, and the quality of the road surface.

(Note: All these matters would have been considered under the outline planning application and secured section 106 agreement. Further road improvements can not be considered under this reserved matters application. CIL contributions will go to the District Council and Parish the development is within (Elmswell). Wetherden may wish to make a bid for monies secured by CIL to the District, but that would not be a matter for planning consideration.)

Environment Agency – No comments to make.

Natural England – No comments to make

SCC Travel Plan Officer – No comments as travel plan is secured in 106 Agreement with outline planning permission.

MSDC Environment Health – No objection.

MSDC Environment Health (Noise, Odour, Light and Smoke) – No objection

MSDC Environment Health (Air) – No objection

SCC Archaeological Dept – Recommend full programme of works and scheme of investigation for entire site. (Note: This has already been secured under the Outline permission and does not apply to reserved matters being considered).

SCC Floods Team – No objection (initial holding objection removed)

SCC Rights of Way – No Objection. Advisory guidance included.

Highways England – Offer no objection

SCC Highways -

SCC Highways note that

- The parking layout is considered insufficient. The parking provision for a number of Plots may give the minimum requirement for parking places as shown in the Suffolk Parking for Guidance 2015, tandem parking is not acceptable in front of a garage.
- Some of the parking for visitors is not in appropriate positions and not 'convenient' and may lead to parking on footways, verges and service strips.
- Please note, we feel the road geometry/layout of the development is straight in design and is not recommended; 'points of interest' should be used as shown in the Suffolk Design Guide. This is also a matter of safety; straight sections of carriageway may encourage 'racing tracks' for mopeds/motorcycles.

Also one condition is recommended on HGV traffic movement, but this can not be applied as this is reserved matters and the outline permission has similar condition on construction management.

SCC Strategic Development – No comment, reference and to outline application and 106 agreement secured.

Anglian Water – Amended response – System has capacity.

Place Services Ecological Advice Service – Objects to the lack of information on lighting in respect of ecological matters, but satisfied with location of ecological measures. (Note: Lighting remains a matter conditioned by the outline application and a separate matter to the issues to be dealt with under this submission of reserved matters application. On this basis there is no objection that affects the current application).

MSDC Waste Management – No objection subject to minor revisions to bin locations. (Note: Conditioned)

Suffolk Wildlife Trust – No objection

Place Services Landscape Advice Service – Details a number of recommendations and changes, all have been incorporated in revised landscape plans.

B: Representations (10 reps from 8 addresses)

- Distance between Mill Gardens and new development not sufficient, impacts privacy, loss of light.
- The placing of a large gas controller so near to my property is a great source of concern (1 Mill Gardens)
- Loss of privacy and concern of heights of sheds against boundary (Cornfields, Wetherden Road)
- I agree with the amendment to plot 209, but believe that the same should also apply to plot 195 as the new build appears to be no more than 3meters from the new fence between Numbers 1&2 Mill Gardens.(10 Mill Gardens)

Reference made to principle of development, traffic, number of houses, work hours, greenfield and use of agricultural and school issues that would have been considerations of the outline permission. Reference made to non material planning issues, including ownership and private arrangements with the developer.

PART THREE – ASSESSMENT OF APPLICATION

1. The Site and Surroundings

1.1. The proposal site comprises approximately 11.56 Hectares of agricultural land on the south eastern edge of the village of Elmswell. The site comprises two separate parcels of agricultural land, one to the north of Wetherden Road and one to the south. The northern parcel of land is enclosed by residential properties to the west and partly to the east, the highway to the south and agricultural land to the north, whilst the southern site is similarly enclosed by existing residential properties to the west, agricultural land to the south and east and the highway to the north. The proposal site is located within The Countryside; however, lies adjacent to the settlement boundary of Elmswell.

2. The Proposal

2.1. This application seeks consideration of the reserved matters. Outline planning permission 4911/16 for the erection of up to 240 dwellings was granted 28th March 2018. This included access, leaving appearance, landscaping, layout, and scale for consideration only.

2.2. This is for submission of details Appearance, Landscaping, Layout and Scale under Outline Planning Permission 4911/16/OUT. For the creation of 240 no. one, two, three and four bedroom houses and apartments plus associated roads, parking, landscaping, drainage systems and community parkland. All dwellings are two storeys (as it was conditioned under the outline).

2.3. Across a gross site area of 1.6 hectares (28.7 acres), the proposed development of 240 new homes equates to a density of 20.7 dwellings per hectare (8.4 dwellings per acre). The net density is greater

and at the level anticipated by the outline planning permission: 37.5 dwellings per hectare (15.2 dwellings per acre), in keeping with the character of the village. 35% of the new homes will be designated as affordable housing, as required by local plan policy H4 and the Section 106 Agreement attached to the outline planning permission.

2.4. Three brick types are proposed, a red and buff brick are mainly used and spread evenly across the development. Render and weatherboarding detail are used, especially around more open aspects of the scheme. There are five roof types proposed. Grouping of materials has been used to enhance sense of place in areas of the layout.

3. The Principle Of Development

3.1. The development is outside the settlement boundary but granted outline planning permission and this is the submission of reserved matters. While there are objections and comments on principle issues, these are essentially dealt with under the outline granted. The issues Appearance, Landscaping, Layout and Scale only are for consideration.

4. Site Access, Parking And Highway Safety Considerations

4.1. Access details and connections to the site have been dealt with under the outline permission. The outline permission also establishes the principle of 240 dwellings and related traffic to and from the site. Parking and visitor parking meets the requirements under the SCC Parking Standards. The parking proposals are as follows: -

- 410 allocated parking spaces
- 91 single garages (1 parking space)
- 4 Double Garages (2 parking spaces)
- 55 Visitor parking spaces and 9 Informal spaces

4.2. SCC Highways have commented on three aspects, but not sought to refuse the application and recommend a further condition to those that form part of the outline permission.

4.3. SCC Highways agree the parking provision meets the minimum requirement for parking places as shown in the Suffolk Parking for Guidance 2015, but state tandem parking is not acceptable in front of a garage.

The guidance states the following in full:-

“Tandem parking (one vehicle behind the other) is acceptable on-plot, within the curtilage of a dwelling but should be discouraged in areas which offer general access, e.g. parking courts. The provision of tandem parking reduces the uptake of spaces, often used instead for bin storage in rear parking courts, and their provision encourages on-street parking. Allowance must be made for vehicle manoeuvring, in terms of space and highway safety, if tandem parking is proposed.”

The guidance accepts on plot tandem parking and this is proposed. When tandem parking is proposed the guidance seeks suitable manoeuvring space and this has been accepted in this case.

4.4. SCC Highways state that some of the parking for visitors is not in appropriate positions and not 'convenient' and may lead to parking on footways, verges and service strips. Visitor parking is available and evenly scattered across the site. Which spaces are deemed not convenient is not known, but also there is no available guidance on the approach to locate such spaces and so an even distribution of spaces as proposed is considered to be reasonable.

4.5. Lastly SCC Highways consider the road geometry/layout of the development is straight in design and is not recommended; 'points of interest' should be used as shown in the Suffolk Design Guide (Part updated 2000). Looking at the Suffolk design guide there are various examples of road layout and like these the development follows a hierarchy approach and includes various elements to form the standard cul de sacs as this is not a through route estate. Unlike the examples given in the guide, this development has two access points, but they lead to the same road and road lengths are limited. There are three straight elements, one off each access and one central road. The design of these allows clear visual access to the significant open space area that this proposal includes. This public open space is large enough that it would serve the development, but also be a benefit for Elmswell and would join up with a number of public footpaths. Accordingly, it was considered important that existing occupiers of Elmswell could access this space, feel that they can access this space and avoid buildings blocking the view. Essentially the view of public space is the point of interest at the ends of the roads to pull in residents of the wider area to enjoy and use.

5. Design And Layout [Impact On Street Scene]

5.1. The development is up to 2 storey only and is mostly 2 storey. This was conditioned under the outline permission. The layout of the development is for mainly formalised semi detached frontage development to a network of new roads and parking is set to each side of housing for the most part. Back gardens met back gardens and avoid unsupervised space. On this basis a strong linear frontage is created to Wetherden Road matching the existing dwellings that also front the main road, but in this case the new dwelling will be set back to include a green corridor. While this feature is similar to the first part of Church Road as you enter Elmswell from the A14 junction and less so in the immediate setting, it is supported on the basis of more landscaped space the better.

5.2. The designs of the dwellings are a range of house types similar in appearance. To provide interest a good range of materials have been applied. In the end the proposed dwelling units are a standard product and can be found in many locations across the country. On the basis of the current out of date Suffolk design guide that refers to form and layout rather than specific design quality, it is not considered that the design could be refused and is in many ways similar to the density, spacing and form of the 60/70s two storey development of adjacent estates of their time. The result will be a strong street scene, with similar properties to create an overall environment without any particular individual house standing out.

6. Landscape Impact, Trees, Ecology, Biodiversity And Protected Species

6.1. The more significant feature of this development is the extent of public open space provided and landscaping works that would be included. In part this would go a long way to mitigate the development in terms of being at the village edge. However, this feature would if approved represents one of the largest open space areas associated with a new development that Elmswell would have, if not the largest. The open space also nicely joins a number of public rights of way and footway network. Finally, the starting point of this site is a field and so ecology and trees impacts are minimum and no issues on this basis has been raised during the course of the application.

7. Impact On Residential Amenity

7.1. The development is essentially two areas either side of the main road. The northern section has plots 1 to 83. Plots 1 to 7 are sited along the long eastern boundary of Cornfields and Plot 8 is sited behind Cornfields and a number of existing properties. Given the orientation and distance of Plot 8, it is not considered that the proposal would result in significant overlooking or harm to amenity. Plot 1 is positioned to face the main road and unlikely to harm amenity. Plots 2 to 8 each have rear facing windows towards Cornfield garden, including first floor bedrooms and these will be around 12.5 metres from the boundary. There will be a reduction of amenity and privacy for occupiers of Cornfields. Officers

have considered that Cornfields is already overlooked by Woodland, its existing neighbour. Also officers have considered that the immediate area to the rear of Cornfields is not directly overlooked. On balance, the extent of harm is not considered to warrant a refusal. For this northern section of houses the other plots are considered to be suitable distance, orientation and including screening not to result in significant harm.

7.2. The southern section has a number of plots adjacent to the existing development of Mill Gardens. These will be around 15metres from the boundary to neighbours, except for Plot 195 that is orientated north to avoid overlooking. There will be some overlooking from properties along the boundary, but given the distance, heights and relationship it is not considered sufficient to represent harm that a refusal could be defended at appeal. Screening available to each plot and existing neighbours will help mitigate any harm.

PART FOUR – CONCLUSION

8. Planning Balance and Conclusion

8.1. The principle of development is agreed and for the number of dwellings proposed as well as the access arrangements. The development provides development that is not car dominate, has good supervision and details a range of materials that provides interest to a range of streetscapes. The development has the potential to link to a number of footways and provide an important open space asset for the village to benefit from.

RECOMMENDATION

That authority be delegated to Corporate Manager - Growth & Sustainable Planning to Grant reserved matter subject to the following conditions

- Approved Plans