

Item No: 4

Reference: B/08/1246

Parish: Great Waldingfield

Location: Land East of 33, Folly Road

Proposal: Erection of 1 No. 1 ½ storey dwelling

Applicant: AWG Land Holdings Ltd

Case Officer: Elizabeth Truscott

Date for Determination: 15.10.08

This application is referred to Committee at the request of Cllr Spence, given the concerns of the Parish Council in relation to highway matters.

THE SITE

1. The site area is a small parcel of land, previously associated with a water pumping station, located to the East of 33 Folly Road. Access to the site is a narrow lane off Folly Road which also serves the pumping station. Three footpaths converge at this access; one of these is a public right of way, and the other footpaths are part of the public highway. The site lies within the built up area of Great Waldingfield.

THE PROPOSAL

2. The application is for the erection of a detached chalet bungalow, 1 1/2 storey including accommodation in the roof. The design of the building has been influenced by the small size of the site and the surrounding pattern of development. The dimensions of the bungalow are as follows:

Height – 6.2m

Width – 11.6m

Depth – 7.3m

The dwelling would have 2/3 bedrooms, parking for two cars and a small garden area.

RELEVANT HISTORY

3. There is no history associated with the site, which was formally part of the land associated with the water pumping station.

NATIONAL GUIDANCE

4. **PPS 1:** Delivering Sustainable Development
PPS3: Housing
PPG24: Noise

PLANNING POLICIES

5. The Development Plan comprises the East of England Plan, adopted 2008, saved policies in the Suffolk Structure Plan, adopted 2001, and the Babergh Local Plan (Alteration No. 2) adopted 2006. The following policies are relevant to this proposal:

East of England Plan, 2008

- **ENV7:** Quality in the Built Environment

Babergh Local Plan (Alteration No.2) 2006

- **CN01:** New Development
- **EN09:** Conservation of Energy/Sustainable Construction
- **EN24:** Noise
- **HS02:** Housing in villages
- **HS03:** Non-sustainable and Sustainable villages
- **HS27:** Housing Density
- **HS30:** Design of new Housing
- **HS32:** Open Space
- **TP02:** Public rights of way
- **TP15:** Parking

The relevant documents can be viewed via the internet. Please see Page 4 for details.

OBSERVATIONS

6. Great Waldingfield Parish Council – Recommends refusal – The plot is cramped and the development would not be in character with the surrounding properties which are set in reasonable plots. Increased vehicular use of the access would cause potential conflict with pedestrians using the footpaths adjacent to the site. The access road is on a bend and emerging vehicles would not be visible to traffic from the easterly direction of Folly Road. There is no provision for turning within the site and vehicles would have to back out onto the access road. The plot is open space and should remain so, and as there are a number of residential schemes being developed in the village there is no need for a single dwelling.
7. Local Highway Authority – At the time of writing no comments have been received; Members will be updated.
8. Environment Agency – No objection – recommends advisory comments.
9. BDC Environmental Health – No objection in terms of noise generated, there are existing dwellings in similar proximity to the pumping station and environment health have no history of complaints regarding this site.
10. Suffolk County Council (Rights of Way) – No objection

REPRESENTATIONS

11. Two letters of objection have been received referring to the following issues,
 - Loss of light
 - Loss of privacy
 - Increase in noise
 - Out of character with area

PLANNING CONSIDERATIONS

Principle of Development

12. The proposal is for the erection of one house in the Great Waldingfield built up area. The proposal is the reuse of land previously associated with the pumping station and therefore considered to be previously developed. Therefore, in accordance with Policy HS02 and PPS3, the principle of the development is acceptable subject to compliance with relevant planning policies.

Impact on Residential Amenity

13. Policies HS02 and HS28 require new housing developments to maintain a reasonable standard of residential amenity. Amenity in this instance normally refers to loss of light, over bearing and over looking. It can also refer to the amenity of future occupants of any dwelling as well, therefore other issues such as noise, the provision of private amenity space and the general conditions afforded future occupants needs to be considered.
14. The proposed chalet bungalow will be sited to the rear of 39 and 40 Heath Estate. The dwelling at 39 Heath Estate would be located 22 metres from the boundary with the new dwelling and the dwelling at 40 Heath Estate would be located 12 metres from the boundary with the new dwelling. The distance between the dwellings and the relatively low roofline of the proposed bungalow would mean that the proposal would not be over bearing on the neighbouring properties. The North–East elevation of the proposed dwelling would face the rear gardens of 39 and 40 Heath Estate; it is intended that there would be no windows and one door at ground floor level on this elevation. This will prevent overlooking to the neighbouring properties. The bungalow has been sited so the dormer windows would face onto the brook and an area which is currently farmland and has been allocated as a new village green as part of the housing site at Folly Road. Therefore the proposed dwelling would not have a detrimental impact of the amenity of the neighbouring properties.
15. Although the dwelling would be situated within a relatively small plot, there is space provided for a garden, parking and storage of waste and cycles. Therefore any future occupants of the dwelling would have adequate outside space.

Impact on Residential Amenity – Noise

16. With regard to the impact of noise from the pumping station, the Councils Environmental Health Team is of the opinion that because there are existing dwellings in similar proximity to the pumping station and there is no history of noise complaints regarding this site, the residential amenity of future occupants would not be detrimentally affected by the proximity to the pumping station. A noise assessment has been provided as part of the application which concludes that the proposal would not be unduly effected by noise surrounding the site, and Environment Health has agreed with this conclusion.

Highways and Parking

17. Policies HS02 and HS28 require new residential development to safeguard highway safety. Policy TP15 requires all types of development to adhere to the relevant parking standards. As stated, at the time of writing there have been no comments received from the Local Highway Authority (comments have been requested and Members will be updated).
18. Two parking spaces would be provided for the dwelling which is the maximum allowance for two bedroom dwellings within areas with poor off peak public transport.

19. The proposed dwelling would be accessed from an access track which currently serves the pumping station. There are three footpaths in the vicinity of this track, one which is to the side of the track and provides pedestrian access to Heathway, one which goes to the rear of Folly Road and a public right of way which provides access to the farmland to the East of the site. Due to the convergence of footpaths in this location it is likely that there is a relatively high amount of pedestrian traffic, and the increased use of the access road will cause conflict with pedestrians. However as the proposal is for one two bedroom dwelling the increased number of vehicle movements along the track would not be significant enough to substantiate an objection to this application.
20. The track is sited on a bend with Folly Road where visibility is restricted, therefore the application is recommended for approval subject to there being no objections from the Local Highway Authority.

Open Space

21. Policy HS32 requires that developments which will provide 1 unit or more should either provide a financial contribution towards the provision or upgrade of open space nearby (via a 106 Legal Agreement) or provide a public open space equal to 10% of the gross site area. No public open space is being provided, therefore a contribution is required. The applicant is currently working towards a draft legal agreement with the Councils legal team; once this has been completed the application will comply with Policy HS32.

Design and Impact on Character

22. Policy HS30 states that all new residential development shall be of a high standard of layout and design; this is reiterated in Policies HS28 and CN01 which requires all new development to be of an appropriate scale, form, design and finish. PPS3 in Para 10 states that planning authorities should deliver well designed high quality housing, this is echoed in PPS1 which places design at the centre of the planning system (Para 35) stating that development which fails to improve the quality and character of the area should not be supported.
23. There are a mixture of types of dwellings along Folly Road, however as the site is set back from Folly Road, it will be more closely related to the dwellings on Heath Estate and Heathway. The majority of the dwellings on these two roads are detached bungalows in relatively spacious plots. The proposed chalet bungalow will be in character with the surrounding developments. Although it will have a smaller garden than most of the neighbouring dwellings, there is a reasonable amount of outdoor space provided within the plot, including to the sides and rear of the dwelling. The dwelling will therefore not appear cramped.
24. The design of the dwelling, being single storey with accommodation in the roof has been well designed, the small footprint allows for a garden and parking to be provided, while the relatively low roofline is in character with the surrounding dwellings.

REASON FOR APPROVAL

25. The proposed development is considered to be in accordance with Adopted Development Plan Policy of ENV7 of the East of England Plan 2008, in addition to Policies EN23, HS02, HS03, HS27, HS30, HS32 and CN01 of the Babergh Local Plan Alteration No.2, by reason of this scheme constituting a development that is acceptable in terms of layout, design, scale and relationship to adjoining development. The proposal would not have an adverse impact upon residential amenity or the character and appearance of the area.

RECOMMENDATION

26. That subject to no objections to the proposal from the Local Highway Authority:

(1) The Solicitor to the Council be authorised to secure a planning Obligation agreement under Section 106 of the Town and Country Planning Act, 1990, to ensure:-

- Financial contribution towards Public Open Space provision

(2) That, subject to the completion of the planning Obligation in Resolution (1) above being secured the Chief Planning Control Officer be authorised to grant planning permission subject to the following conditions:

- Standard Time limit
- Submission of material samples
- Parking spaces to be retained for parking of vehicles at all times.
- Removal of Permitted Development Rights for further extensions and for insertion of new openings above ground floor level.
- Landscaping scheme.

(3) That, in the event of the planning obligation referred to in Resolution (2) above not being secured, the Chief Planning Control Officer be authorised to refuse planning permission for the following reason:

- Lack of financial contribution towards Public Open Space provision contrary to policy HS32 of the Babergh Local Plan (Alt. No. 2) 2006.