



Report of the Chief Planning Officer

PLANS PANEL EAST

Date: 1st December 2011

Subject: APPLICATION 11/03639/FU – Detached house and garage. Land rear of Astura Court, Scott Wood Lane LS7.

APPLICANT
Mr A Lennon

DATE VALID
7th September 2011

TARGET DATE
2nd November 2011

Electoral Wards Affected:

Chapel Allerton

Yes

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION:

GRANT PERMISSION subject to the following conditions:

1. Standard time limit.
2. Approved plans as revised.
3. Details of external materials to be agreed.
4. Details of surface materials to be agreed.
5. Details of all boundary treatments to be agreed.
6. The full extent of the access road must be hard surfaced as it is in poor condition currently.
7. Retention of garage for ancillary car parking.
8. Hedge to the eastern boundary to be retained.
9. Adequate porous but not loose gravelled driveway and access to be provided prior to first occupation.
10. Standard land contamination conditions.
11. Drainage details to be agreed, these to incorporate soakaways as far as possible and porous asphalt or suitable alternative for the improvements to the access road.
12. The driveway shall not exceed a maximum gradient.
13. The turning head shall be for public use.

14. The pigeon lofts and associated portacabin shall be completely removed from the site prior to first occupation of the dwelling.
15. Space to be allocated for the future storage of pigeon lofts which is to be the subject of a further planning application.

Reasons for approval: On balance, it is considered that the residential development is compatible with surrounding land uses and the design is acceptable. In light of the existing use of the site it is not considered that the proposal will result in harm to highway safety. The application is considered to comply with policies GP5, N12, N13, H4, LD1 and T2 of the Unitary Development Plan (Review) 2006, as well as guidance contained within PPS1, PPS3 and PPG13, and having regard to all other material considerations, as such the application is recommended for approval.

1.0 INTRODUCTION:

- 1.1 This application is brought to Plans Panel (East) following the request of the Ward Member, Councillor Dowson, on the following grounds:
 - The narrow, private access road and access are a problem for highway safety and congestion in the area.

2.0 PROPOSAL:

- 2.1 The proposal is to erect a detached 4 bedroom, one and a half storey dormer bungalow with a detached double garage alongside. A 14m turning head will be provided for public use and the full extent of the long private access road will be resurfaced. The location of the garage has been revised so that it relates better to the dwelling- it has been moved from the front of the dwelling to the side. The dormers to the front and rear have also been broken up and given more vertical emphasis. Extra windows have been provided in the side elevations – to remove some of the blandness.

3.0 SITE AND SURROUNDINGS:

- 3.1 The fully enclosed and cleared site adjoins a large playing field to the east (across a dirt track/footpath called Scott Wood Lane) which is designated urban green corridor (ie Scott Hall Road is beyond to the east) and green space. The track is gated and bollarded to prevent motor vehicles entering the playing field adjacent from adjoining roads.
- 3.2 The site has accommodated various pigeon lofts since 1950 and recently, i.e. 2009, the standing of a portable building in association with the pigeon lofts. It was originally part of a larger mature garden /paddock area. There is mature hedging to the eastern boundary with the footpath. The site has been recently cleared of mature vegetation and laid out to lawn and footpaths.
- 3.3. The surrounding area is characterised by residential development of mixed age and character. To the north are 4 three storey blocks of contemporary flats arranged off a cul de sac with limited outdoor communal amenity space. This provides accommodation for elderly persons. To the south and west across the narrow and angled private access road is further residential development. The general style is semi rural 'plot land' with individual designs, i.e. mostly dormer bungalows which are set in very large gardens.

- 3.4. At the top of the long private access road (approx 175m) there is the listed distinctive Round House located to the west where the road meets Potternewton Mount. Seven dwellings including 2 fronting Potternewton Mount gain access from the private road. Towards the bottom of this road there is an 'L' shaped bend .

4.0 RELEVANT PLANNING HISTORY:

- 4.1 None relevant

5.0 HISTORY OF NEGOTIATIONS:

- 5.1 A brief pre-application telephone enquiry highlighted a number of trees on the site according to internet aerial mapping. However, it transpired that the site had already been cleared of these trees and much of the vegetation in 2009. The mapping referred to predated 2009. The long, narrow, angled private access road was also highlighted as a possible cause for concern from a highway safety and efficiency viewpoint. Otherwise the site appeared to be a suitable 'infill' plot which would fit in with the character of the area. Revised plans for a more interesting design and the relocation of the garage so as to be less dominant visually and a revised ie corrected planning support statement have been submitted. The statement referred to the conversion of the existing house for flats but this was a typographical error.

6.0 CONSULTATION RESPONSES:

Non Statutory Consultations:

- 6.1 Highways – Have no objections, as the site is considered to be brownfield, subject to standard conditions relating to the gradient and provision of hard standing for cars. Further conditions to ensure that the full extent of the private access road was suitably resurfaced and a 14m turning head for public use was provided have also been recommended.
- 6.2. Drainage - Have no objections and require conditions re porous surfacing to be used for the private access road improvements and soakaways to be used for the property as far as practicable.
- 6.3 Land Contamination- require standard conditions including a supporting statement appraising the historic maps that have been provided.

7.0 PUBLIC/LOCAL RESPONSE:

A site notice was posted on 16th September 2011. Neighbour notification letters were also posted.

- 7.1 5 letters of objection and comment have been received. The objections are on the following grounds:
- The development will exacerbate highway safety and congestion in the area.
 - No business should be allowed to run from the new dwelling house- so that any extra traffic is limited to those required for the construction only.
 - The private access road should be used and the gates to Scott Wood Lane kept locked unless there are very large construction vehicles which cannot use the private road which is too narrow. This will prevent burglaries which took place 10 years ago before the gates were put in place.
 - There was only one loft on the land until the site was cleared in 2009 when 6 further lofts were erected. The number of vehicle movements stated in the application is exaggerated. Only during the land clearance and loft erection were

there approx.12 vehicle movements a day. Nowadays, there are hardly any. Feed is stored on the site and does not arrive daily.

- The planning support statement states that there will be a number of flats converted and extended from the property.- this is unacceptable as elderly people live nearby in purpose flatted accommodation. The increase in noise and disturbance from the proposed flats including their vehicles would have a serious impact on the amenity of existing residents.
- Who will maintain the private access road.
- There should be a pedestrian access through the eastern boundary hedge.
- The pigeon lofts should be removed.
- The design should upgrade the immediate area.
- There are too many properties already using the private access road.
- Current traffic is too fast and there has nearly been an accident.
- The pigeon people have damaged the road but not repaired it.
- The current site users do not have a right of way over the private access road.
- The gated dirt track should be the access for this site not the private access road.
- The gated dirt track should be upgraded to a road.

8.0 PLANNING POLICIES:

Development Plan

- 8.1 The development plan includes the Regional Spatial Strategy to 2026 (RSS) and the adopted Leeds Unitary Development Plan (Review 2006) (UDP). The RSS was issued in May 2008 and includes a broad development strategy for the region, setting out regional priorities in terms of location and scale of development. In view of the relatively small scale of this proposal, it is not considered that there are any particular policies which are relevant to the assessment of this application.
- 8.2 The site is unallocated in the UDP. The following UDP policies apply to the consideration of this application for the variation of a condition relating to highways issues:

Policy GP5: Seeks to ensure that development proposals resolve detailed planning considerations, including amenity.

Policy T2: Development proposals should not create new, or exacerbate existing, highway problems.

Policy LD1: Existing landscaping should be retained.

Policy H4: Infill housing development is acceptable on unallocated sites.

Policy N12: Sets out the fundamental principles of urban design.

Policy N13: Design of new buildings should complement their surroundings.

Policy BD5: Alterations should not cause loss of amenity for existing and future occupiers.

Supplementary Guidance

Neighbourhoods for Living (SPG)

Street Design Guide SPD

National Policy/Guidance

PPS1 Sustainable Development sets out the Government's overarching planning policies designed to deliver sustainable development through the planning system.

PPS3 Housing

PPG13 Transport

9.0 MAIN ISSUES:

- The principle of the development.
- Impact of the development on the character of the area.
- Impact on residential amenity of the occupants of surrounding residential properties.
- Landscaping.
- The effect upon highway safety.
- Other considerations raised by representees.

10.0 APPRAISAL:

The principle of the development.

- 10.1 The site constitutes previously developed land because it has already been accepted that the established use of land since 1950 was to accommodate pigeon lofts. Accordingly, the redevelopment of this pigeon loft site for a single dwelling is considered to be infill brownfield development. Therefore, the principle of a replacement residential development on this unallocated site within the built residential area is considered acceptable as the use is compatible with the character of the area. As such it is consistent with UDP Policy H4 which allows for infill residential development which has not been allocated.

Impact on the area

- 10.2 The design has been improved so that the general blandness, functional design and dominance of the garage at the front of the site have been remedied. The dormer bungalow is now more in keeping with the individual styling of surrounding properties which tend to be chalet style dormers with varying footprints and site layouts. Also the garage is located alongside the dwelling house and therefore relates better and makes better use of the large plot. The driveway and access arrangements consequently are less awkward than originally designed. The height of the proposed bungalow has been scaled down so that it does not compete with the taller flats to the rear. The dormer bungalow in any case will not be very visible from the private road or from the gated dirt track. The revised design is now in keeping with the character of the area.

Landscaping

- 10.3 A condition which will ensure that the existing mature eastern boundary hedge alongside the gated dirt track is retained will be imposed. When the site becomes residential it is hoped that the mature trees and vegetation which were cleared from the site in 2009 (leaving only minimal vegetation on site) and so lost will be replaced with an attractive domestic garden especially to the west side where it is extensive. Landscaping conditions requiring a planting scheme are not usually imposed on sites of one dwelling only.

Impact upon highway safety considerations

- 10.4 Consultation with Highways has raised no objection as it is accepted that the site is brownfield and therefore change of use to a single residential property will be much less intense in highway terms compared with the existing use. However, the original layout of the site was awkward in terms of the garage and driveway positioning. The applicant has agreed to resurface the whole of the access road and to provide a 14m

proper size turning head for public use. This will benefit the other properties using the private road. On site parking has been provided for 2 cars and an additional 2 within the garage which will be conditioned so that it cannot be used for other purposes. The tight 'L' shaped bend is near to the bottom of the private access road and therefore the proposed reduction in traffic movements will be beneficial in relation to this bend which cannot be straightened / widened or otherwise improved. Resurfacing the lane should help to improve the possibility of 2 vehicles passing each other at some point along the 175metre length. It is likely, however, that any further residential development would not be supported because of the limitations of the access road and scope for improvement.

Impact on residential amenity

- 10.5 It is considered that the proposed development will improve the overall appearance of the property and the site, by removing the portacabin and recently erected pigeon lofts. A condition will ensure that these structures are removed prior to commencement of development. The new dwelling has adequate separation to the rear boundary (ie 10.5m) and beyond that with the side elevation of a 3 storey block of flats. The height of the dormer bungalow will not impact on neighbouring properties. There is more than adequate separation to the western boundary with the adjoining dwelling. The layout of the site therefore complies with LCC 'Neighbourhoods for Living' guidance.

Other matters

- 10.6 Other matters raised by representees such as the typographical error relating to conversion to flats (this has been corrected in the revised planning statement) which are not discussed in the above points are not considered to be material to the consideration of the planning application.

11.0 CONCLUSION:

- 11.1 On balance, it is considered that the residential development is compatible with surrounding land uses and the design is acceptable, subject to appropriate conditions in particular those relating to highway matters and the private access road as discussed above. The proposal is acceptable and it is therefore recommended that the application be approved.

Background Papers:

Application file 11/03639/FU

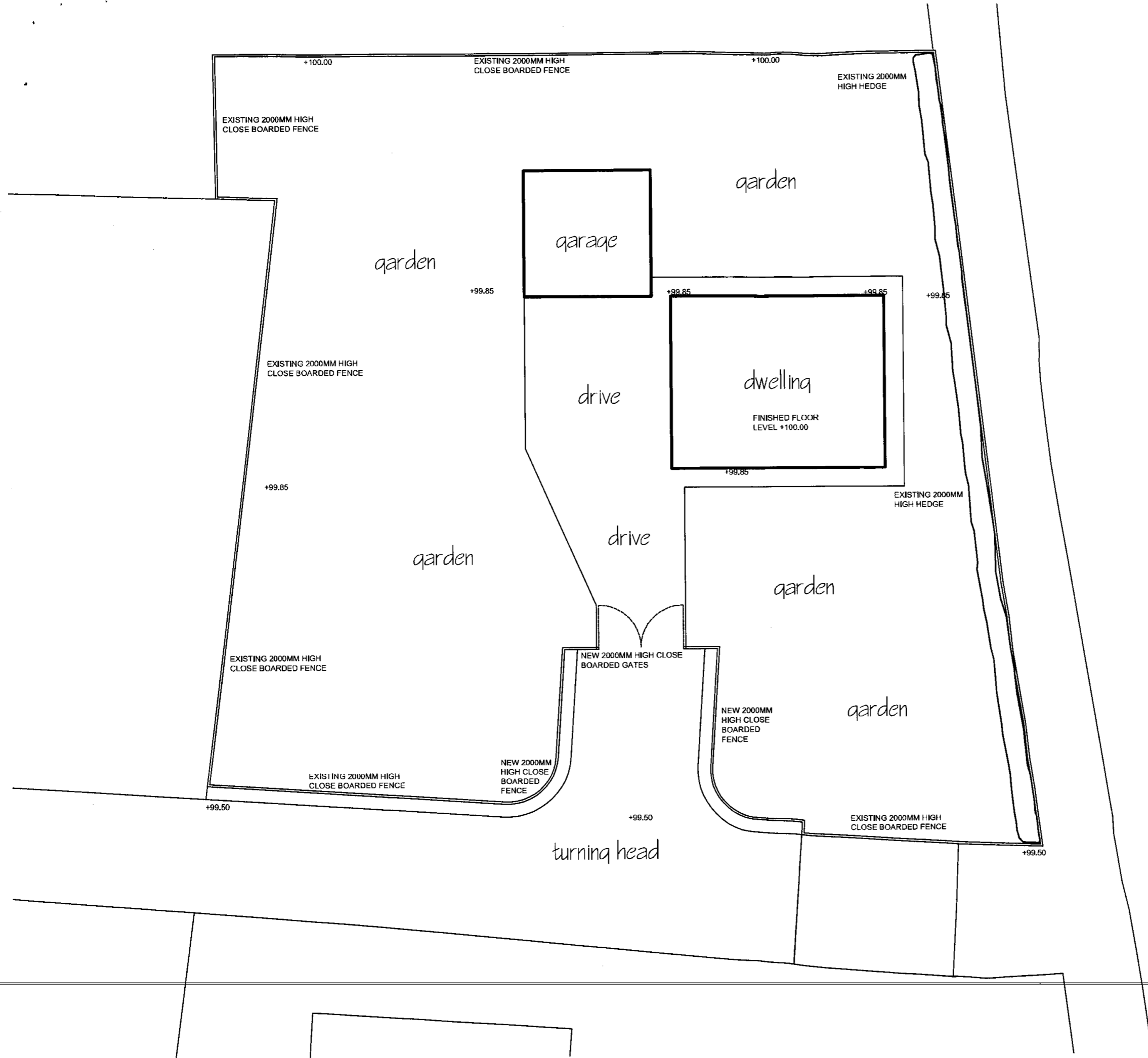
Certificate of ownership: Notice served on the owner and the seven neighbouring properties who have private rights of way over the proposed access road.

11/03639 #

LEEDS CITY COUNCIL

11 NOV 2011

REVISED



ALL LEVELS TO PROPOSED SITE PLAN TO BE AS EXISTING SITE LEVELS



12 JORDAN ROAD
LEEDS
YORKSHIRE
LS28 6LB

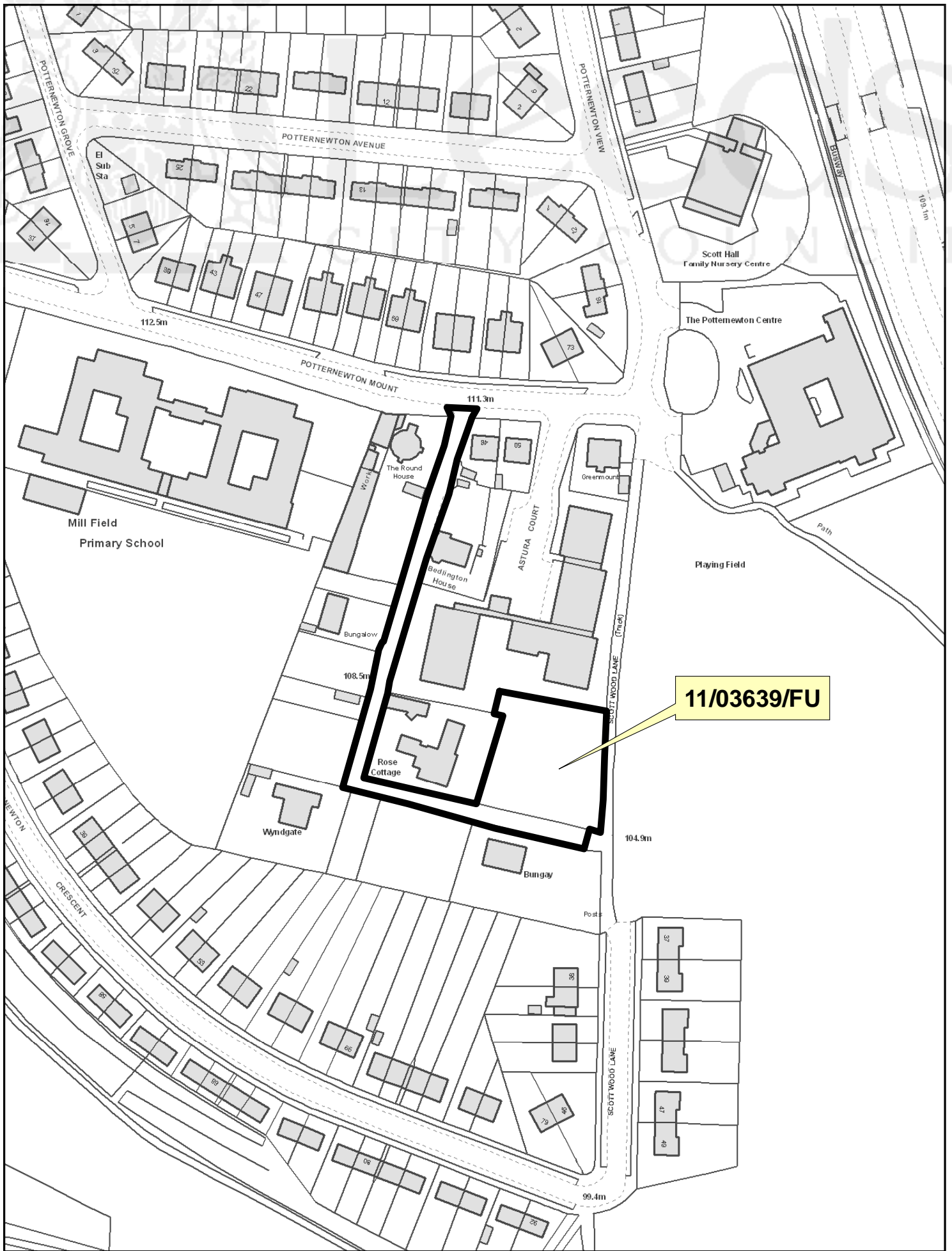
Email: simon-e@sdedevelopments.fsnet.co.uk

Tel: 0113 236 2683
Fax: 0113 236 2683
Mob: 0794 6537770

RESIDENTIAL DEVELOPMENT
SCOTT WOOD LANE, POTTERNEWTON
LEEDS LS7 2FN
for
Mr. A. LENNON

PROPOSED SITE PLANS

Date:	Drawn By:	Checked By:	Scale:
JULY 2011	SDE		1:250
Project No:	Drawing No:	Revision:	
J17-06	003	C	



EAST PLANS PANEL

